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V 199

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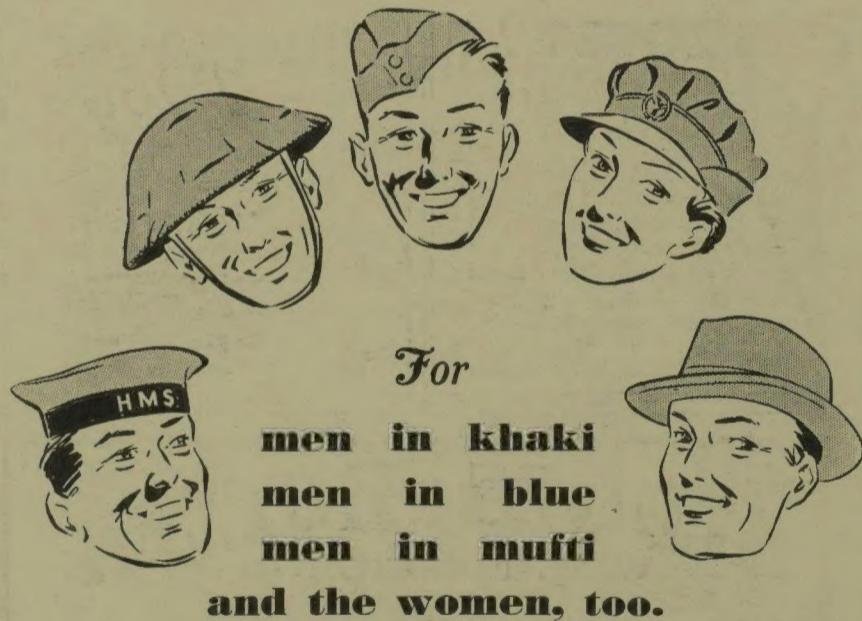
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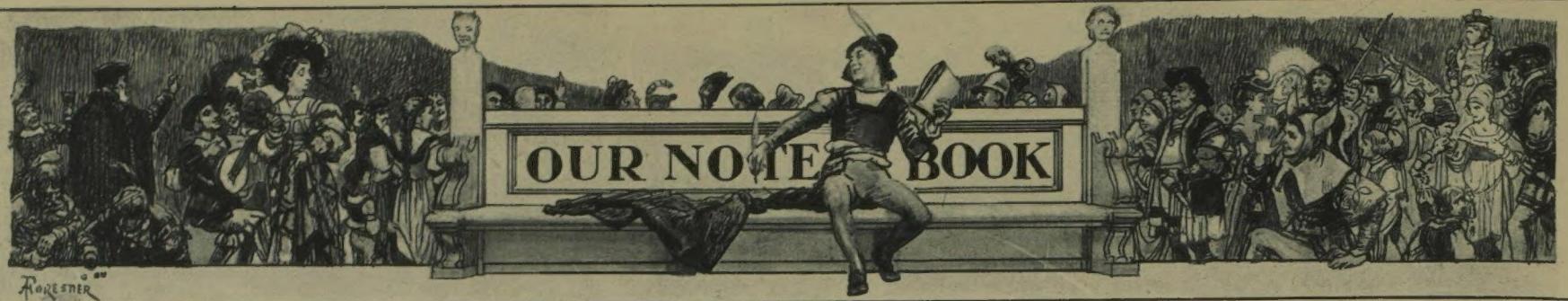
SATURDAY, NOVEMBER 25, 1939.



CHANGING THE GUARD ON THE FRENCH FRONTIER: A FRENCH SENTRY PRESENTS ARMS AS A BRITISH DETACHMENT MARCHES IN TO TAKE OVER.

German propaganda trying to minimise the extent of the British force sent to France and its activities is mere wishful thinking. The German General Staff doubtless knows better than to pay any attention to the utterances of

Dr. Goebbels' office; and our photograph provides further proof that our troops are taking their place with our Allies in the front line. Their numbers are to be steadily increased as war material becomes available. (Official Photograph.)



By ARTHUR BRYANT.

TO some of those who profess and call themselves Christians the outbreak of war presented a very difficult problem. For, since Christ taught that God is love and bade all Christian men love their enemies and even turn the other cheek to them, they were, as good patriots, at a loss which road to pursue. On the one hand, their King and Country needed and demanded their obedience and the prosecution with all their powers of a campaign of destruction against the enemy. On the other, the teaching of the Church appeared to forbid them to do anything of the sort. It was a dilemma which only, of course, presented itself to a few.

There was another school of churchmen who, as in the last war, seemed to take their stand on the Old Testament rather than the New and to be boldly resolved, in the approved tradition of Joshua, to smite the Amalekites hip and thigh—or at least, to exhort the laity to do so. And not merely to do so as a duty to their country, but as one to God, whom they felt fully justified in evoking as an active ally. Indeed, in this respect they quite out-Horatioed the late Horatio Bottomley. Their more simple-minded and single-hearted attitude presented no problem to them or anyone else. Secure behind the invincible shield of moral righteousness, they are, and doubtless always will be, able to pass through the shambles of a broken world with cheery fortitude. The value of their war service is indisputable. In a higher and more rarefied sphere they perform somewhat the same function as "Ensa." They keep up the spirits, if not of the troops—who, if the last war is any criterion,

are curiously critical of this kind of Christian minister—at least of the civilian population or of that part of it which heeds their words. They are what Thomas Hardy once described as "stout upstanders." They believe in the moral justification and even glorification of things as they are, however they are.

Personally, I find the attitude of their more heretical brethren the more sympathetic. Yet neither of these two extreme, and probably exceptional, schools of churchmen seems to me to have interpreted the teachings of Christ rightly. For nowhere that I am aware of did Christ say that a man was not to fight. It was the peculiarity of Christ as a moral teacher that He was very little concerned about men's actions for their own sake. He told His disciples to obey the moral law in which they had been brought up. He told them also that they should render unto Caesar the things that were Caesar's. But He gave them little or no indication of what their attitude should be under any particular set of temporal circumstances. He was concerned not with the political kingdoms of this world, but with the divine Kingdom

that transcends them. He was a spiritual teacher and what He taught was so supremely important that the things of this world faded into nothingness beside it. Only, of course, then as now, a great many who heard Him never realised the fact. Particularly, of course, those good, worthy and respectable men—who also have their place, and an honoured one, among us—the Scribes and the Pharisees.

What Christ did say, however, was not that a man should not fight his enemy, but that he should not hate him. In fact, he went a good deal further. He said that he was to forgive him and even to love him. *Love* him does not, of course, mean *like* him: that we cannot do, or he would not be our enemy. Nor are we to approve or condone his actions. But

things: it is merely profoundly true. If I had not served as a fighting man in the last war I probably—indeed, almost certainly—should not know it. But one discovered at that time, as many younger men are discovering now, that it is possible to fight foes who are endeavouring to rob one of one's own life and feel no anger or malice about it at all, and even to honour and respect them as brave and trusty adversaries. The only place in the last war where one never encountered the spirit of hatred and malice was in the front line. The front line was the place where men learnt to love one another. They loved one another so much that there was no room left in their hearts for hatred. They spoke in oaths and blasphemies, they cheered each other with coarse jests and songs that could not be repeated in the presence of any clergyman, they lived in mud and dirt and took human life by terrible and painful means. Yet the front line was the only place where men of my generation have seen Christianity being lived by a whole community. For the supreme law of that desolate but not cheerless place was that a man should so love his friends and companions that he was always ready to lay down his life for them. In that time of bearing crosses there was nothing that men, many of whom did not even profess or call themselves Christians, were not ready to do for one another.



PRESIDENT ROOSEVELT SIGNING THE REVISED "CASH AND CARRY" NEUTRALITY ACT ON NOVEMBER 4; THE SIMPLE CEREMONY IN THE WHITE HOUSE; SHOWING THE PRESIDENT SURROUNDED BY CONGRESS LEADERS AND STATE DEPARTMENT CHIEFS.

The United States' revised Neutrality Act which removes the embargo on the export of war material and allows belligerents to buy arms on a "cash and carry" basis, was adopted by the Senate and the House of Representatives on November 3. On the following day the President signed the Act at a simple ceremony in the White House and it then became law. There were no speeches or statements, but the importance of the measure was emphasised by the presence of Congress leaders and State Department chiefs. Our photograph shows (from l. to r.): Mr. Adolphe Berle, Assistant Secretary of State; Senator Key Pittman, Chairman of the Senate Foreign Relations Committee; Mr. William Bankhead, Speaker of the House; Mr. Cordell Hull, Secretary of State; Mr. John Garner, Vice-President; Senator Charles McNary, and Senator Alben W. Barkley, the Senate Minority and Majority leaders. (Planet.)

however repulsive he and his conduct may seem to us, it is our moral duty as Christians to try to comprehend him and to remember that he was created by the same Maker. I may be utterly wrong, but it seems to me that in this sense of the word I and Mr. Winston Churchill and the Archbishop of York must forgive and even try to love Hitler and Goebbels and Ribbentrop and Himmler and Hess and all the rest of them, however much we may dislike them. Once we have mastered this difficult spiritual fact, we are at full liberty to fight them to our hearts' content and for so long as his Majesty and the good of the Commonwealth command us. Thus, for instance, Christ Himself, when He found the money-changers and the dove-vendors where they ought not to be, in the Temple—much, that is, as the Nazis are in Warsaw—He overthrew their tables and seats and drove them out. But there is no indication that He was not true to His own rules or that he bore them the least malice about it.

Perhaps this may sound to some unreal or paradoxical or even irreverent. But it is none of these

hate. Those who did not enjoy the fellowship of the Line never learnt this: the further one travelled from the Front, the more one found the spirit of bitterness and dissension and the trouble of spirit that came from these things. It is not an accident that it was the ex-soldiers of the British Legion who strove longest and most patiently for peace, or the gallant fighters of the Royal Air Force who recently mourned in all sincerity the young German airmen who fell in the Rosyth raid. And it was not an accident that the peace which has proved no peace was made not by the soldiers who fought, but by those who had never known the spirit of the trenches, which (though few knew it) was also the spirit of our Saviour Christ. "When we had achieved and the new world dawned," wrote Colonel T. E. Lawrence, "the old men came out and took from us our victory and remade in the likeness of a former world they knew. . . . We stammered that we had worked for a new heaven and a new earth, and they thanked us kindly and made their peace. When we are their age no doubt we shall serve our children so." If we do, it will be because we have forgotten the Creed we once unwittingly learnt.

THE LANCERS, 1939: AN ARMOURED CAR ON PATROL REPORTS TO H.Q.

DRAWN BY OUR SPECIAL WAR ARTIST ON THE WESTERN FRONT, CAPTAIN BRYAN DE GRINEAU.

THE MODERN CAVALRYMAN ON THE WESTERN FRONT: THE INTERIOR OF AN ARMOURED CAR OF A LANCER REGIMENT—
THE SQUADRON LEADER SENDING BACK INFORMATION BY WIRELESS TO HEADQUARTERS.

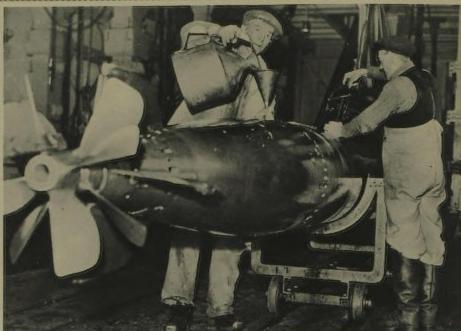
The mechanised cavalryman of to-day requires to possess the same attributes as the mounted soldier—mobility and initiative. In the past our cavalry have been noted for their horsemanship and the same care and knowledge is extended to his "mount" by the trooper on wheels. Our special war artist on the Western Front, Captain Bryan de Grineau, has depicted the interior of an armoured car of a Lancer regiment during manœuvres behind the front line, where the mechanised units of the British Army are being held in readiness to repel a German attack or give aid to the Belgian Army should that country be invaded. The mechanised Dragoons,

Hussars and Lancers form, with the Royal Tank Regiment, the recently created Royal Armoured Corps, and although not as picturesque, they are just as efficient as their forbears. At the front, British and French armoured-car regiments have recently been exchanging visits and on one such occasion Lancers and French Cuirassiers watched each other's machines carry out tactical exercises. These meetings take place in an atmosphere of genuine friendliness which should foster the spirit of co-operation in the performance of their special duties when these mobile units of the Allies take the field together.

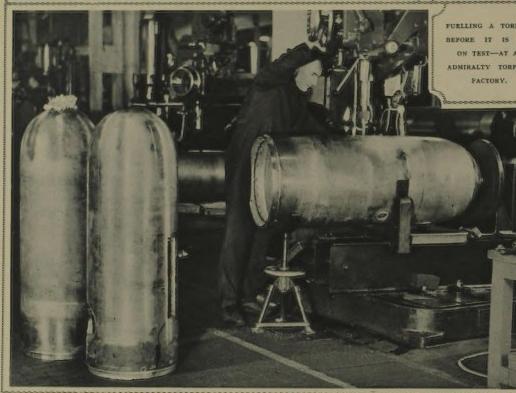
THE NAVAL WEAPON THAT HAS HELD THE CENTRE OF THE STAGE OF THE WAR AT SEA: MAKING BRITISH TORPEDOES.



A SECTION OF THE TORPEDO CONTAINING MECHANISM AS INTRICATE AS A WATCH: PREPARING THE INSIDE OF A TORPEDO BALANCE CHAMBER.



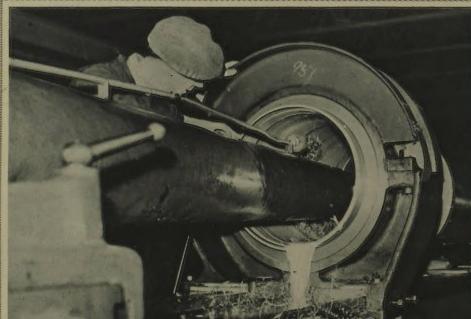
FUELLED A TORPEDO BEFORE IT IS RUN ON TEST—AT AN ADMIRALTY TORPEDO FACTORY.



STAGES IN THE MANUFACTURE OF TORPEDOES FOR BRITAIN'S WARTIME NAVY: A WORKMAN DRILLING A WAR-HEAD WITH MACHINERY OF THE UTMOST PRECISION.



POLISHING A TORPEDO SECTION CONTAINING THE DRIVING GEAR AT A FACTORY NOW WORKING AT FULL PRESSURE MAKING NAVAL TORPEDOES.



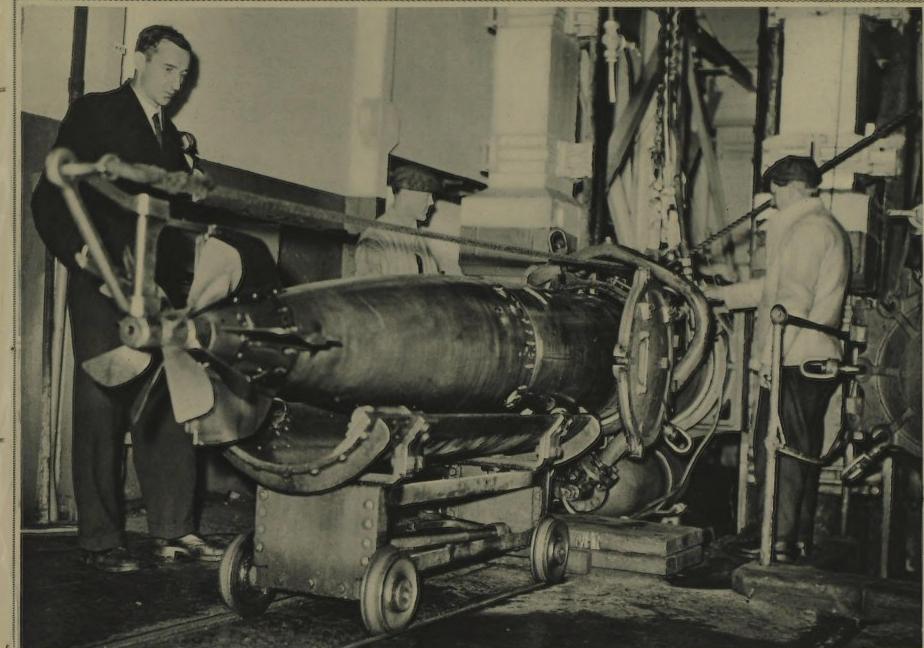
TURNING THE INSIDE OF THE AIR-VESSEL OF A TORPEDO, WHICH HAS OVER 6000 SEPARATE PARTS AND TAKES MONTHS TO MAKE.



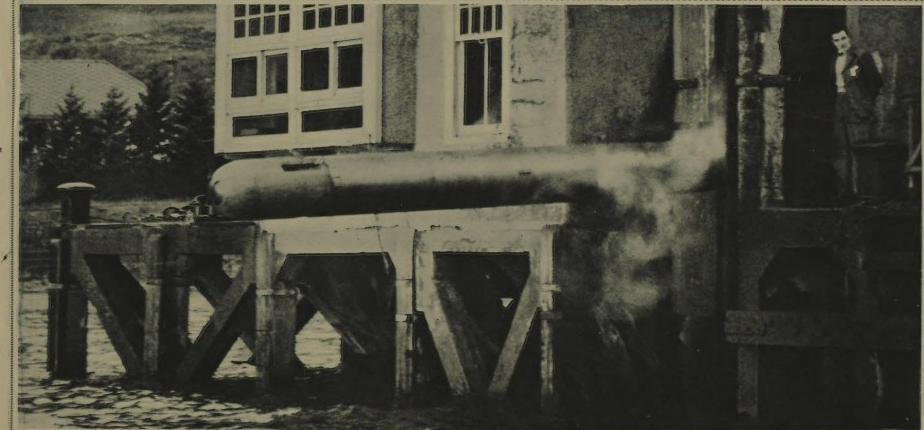
FUELLED A TEST-HEAD AT THE TEST WORKS. THE AIR FOR DRIVING THE MOTOR IS STORED AFT OF THE WAR-HEAD.

As pointed out under the diagrammatic illustration of the working of a torpedo published in our last issue, this weapon has so far held the centre of the stage of the war at sea, contrary to the predictions of many experts that naval warfare would be dominated by air power. These pages show the making and testing of torpedoes at a British Admiralty factory. All modern torpedoes are driven by compressed air, which is heated before entering the propelling motor housed in the "engine-room," at once the most complicated and most interesting part of the torpedo; where all the gear for driving and controlling the projectile is contained

develops no less than 350 h.p., and drives the torpedo at over forty knots, a figure that only the swiftest warships can equal. The next 120 inches of the torpedo's length forward of the motor compartment are occupied by the immensely strong air-vessel (see bottom left illustration on left-hand page), which contains air compressed to 2500 lb. to the square inch. Just to the rear of this air-bottle is the "engine-room," at once the most complicated and most interesting part of the torpedo; where all the gear for driving and controlling the projectile is contained



THE COMPLETED WEAPON: A TORPEDO ENTERING THE TESTING TUBE PREPARATORY TO ITS TRIALS. BEFORE DESPATCH TO NAVAL YARDS OR HIS MAJESTY'S SHIPS EVERY TORPEDO IS TRIED OUT AND PASSED UNDER WORKING CONDITIONS.



ALMOST READY TO SINK A 35,000-TON BATTLESHIP: A TORPEDO LEAVING THE TESTING TUBE FOR ITS TRIALS. TORPEDOES ARE NOW MADE WITH A RANGE OF UP TO 10,000 YARDS AND A SPEED OF OVER FORTY KNOTS.

In a space little more than three feet in length. A further interesting feature is the method of driving the twin propellers, by which an excellent view is obtained in the top illustration above. It will be observed that these propellers are not placed to port and starboard as in a twin-screw ship, but are on the centre-line, one behind the other, and revolving in opposite directions to that the "torque" or twisting effect on one counteracts the "torque" of the other. The torpedo is launched, of course, by means of a tube. This is opened at the rear end, the torpedo is slid into

position, and the door is then closed and locked. In all British destroyers and cruisers the tubes are mounted on deck, and the torpedo is launched by pushing out of the tube by means of a small explosive charge. In our latest torpedo craft and cruisers the tubes are made of thin sheet metal, the two ends crimped together. One man, seated on the two centre tubes, who has special sighting mechanism, controls the tubes in the modern method of firing, the mechanism automatically working out for him the allowance to be made for the speed. (S. and G., and Keystone.)

BOOKS OF THE DAY.

By CHARLES E. BYLES.

OUR national leaders to-day, both civil and military, are luckier than their predecessors of 1914-1918 in having behind them the experience of an earlier war to guide them in making decisions and avoiding mistakes. Enough time has elapsed, too, to make available full records of that war, including candid criticisms of the protagonists (most of whom have since passed away), which could hardly have been published while they were alive. Personal considerations of that sort, no doubt, explain why we are still getting new books about the last war after another one has begun.

Several of the above points are exemplified in "PRELUDE TO VICTORY," By Brigadier-General E. L. Spears. With Introduction by the Rt. Hon. Winston S. Churchill, numerous Illustrations, and 9 Maps (Cape; 18s.). The first thing to note about the title of this deeply interesting work is that the victory in question was the Allied victory over the Germans in 1918, and that the "prelude" (a rather playful word, perhaps, to use regarding the mass slaughter of great battles) was the series of operations on the Western Front in the previous year, including the capture of Vimy by the Canadians, the Battle of Arras, and the ill-fated French offensive on the Aisne. The story of these great encounters, as here told, is a masterly piece of narrative and criticism. It is especially valuable for its frank and vivid portraiture of the leading men, such as Haig and "Wully" Robertson, Nivelle and Painlevé, with intimate accounts of various meetings, discussions, and disputes. As *liaison* officer, General Spears had unique opportunities for observing all that went on, and he has handled a thorny subject with infinite tact. "My reasons for choosing this particular period," he writes, "are that it was a very important one from both the military and the political points of view, and that it contains lessons which the present generation should understand and posterity remember. It was also a period in which the relations between the British and French Armies were put to their greatest strain. The reasons and causes of this ought to be studied so that they can be avoided if similar circumstances arise again."

The author's suggestion that his book contains valuable warnings for the present generation, and especially, of course, for statesmen and military leaders, is strongly emphasised and amplified in Mr. Churchill's introduction. "Readers of 'Liaison 1914,'" he says, "will welcome the appearance of another volume of the same quality and style by the same author. General Spears has devoted an entire volume to the description and analysis of the great offensive of 1917 which was planned by General Nivelle, and which ranks with the opening 'Battle of the Frontiers' as the most serious disaster sustained by the French in the Great War. . . . It is one of the best books which have been written about the Great War. It has a particular bearing upon present events. It should be read with attention by every officer of field rank and upwards in the French and British Armies. It will reveal to them a hundred mistakes and honest shortcomings which could be avoided in the light of experience already so dearly bought. It should also be read by the widest public as a record of wonderful exertions and glorious sacrifices, ending after tribulation in victory."

At the same time Mr. Churchill points out that General Spears, whose sympathies are evidently with the soldiers in any difference of opinion between them and the politicians, does not quite do justice to the statesmen, "and in particular to Mr. Lloyd George, then at the anxious beginning of his memorable ministry." General Nivelle, Mr. Churchill continues, "with his extraordinary, overpowering confidence and personal address, argued that an offensive on the Western Front was easy and should be successful. Nivelle particularly insisted that it should be made with French troops, the British being only supplementary. Undoubtedly he captivated the Prime Minister, and as this was to be in the main a French enterprise, it was not easy to see how British Ministers could take sides against him."

There is not the least doubt that this book will rank high in military literature. General Spears shows himself

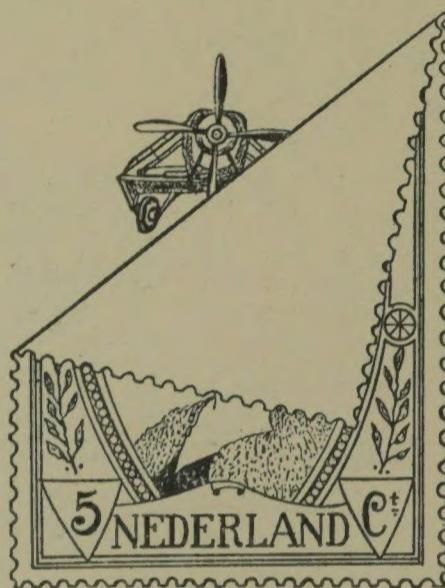
not only a sound critic of strategy and a keen observer of character and motive, but, above all, a consummate writer with a sense of drama, a fine power of description, and a feeling for the felicitous phrase. His style adapts itself easily to varied scenes, for he is not entirely concerned with fighting, but touches also on many aspects of ordinary life. He is equally at home in the heat of battle, or in describing a visit to a French reformatory school for girls, or relating his experiences as godfather to the daughter of a French officer. Perhaps the most self-revealing passage, however, is that where he admits us to the inner working of a *liaison* officer's mind. "My job," he writes, "often caused me exquisite pain; sometimes it amounted to a kind of horror which made me beg to be relieved; on one occasion at least I was threatened with a court-martial for refusing to carry on with it. The least objectionable side of it was being cursed by both

his country, perhaps that of my own, perhaps—who could tell?—that of the world."

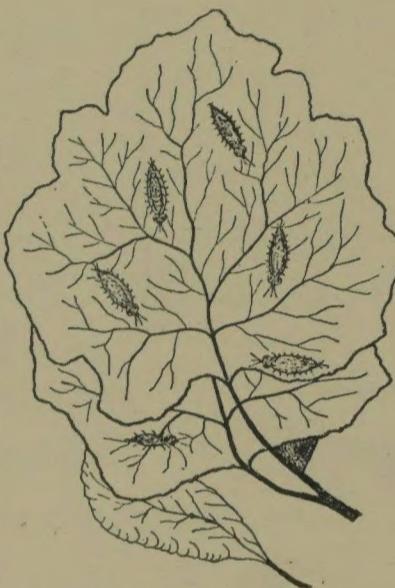
Further lessons from the past, political and diplomatic even more than strategic, are imparted incidentally in another distinguished soldier's book, this time an autobiography entitled "DUSTY MEASURE": A Record of Troubled Times. By Colonel Sir Thomas Montgomery-Cunningham, formerly Military Attaché in Vienna and Athens. With 8 Illustrations (Murray; 12s. 6d.). This book takes its name from a poem of Swinburne's, and I was silently recalling the familiar lines before I found them quoted on the title-page—

A little sorrow, a little pleasure
Fate metes us from the dusty measure
That holds the date of all of us.

The hopeless pessimism that spoils the beauty of the poet's verse, however, does not represent the auto-biographer's prevailing mood, for he finds many "a time to laugh," and, for the reader at least, his book holds more pleasure than sorrow. As befits a disciple of the late Field-Marshal Sir Henry Wilson (Commandant of the Staff College when Sir Thomas was there), of whom we are told that he was "never more serious than when he was joking," the author manages to treat affairs of grave import, as well as lighter matters, in a highly entertaining style. A portrait of "Henry" (as he is often called in the present volume) forms an appropriate frontispiece.

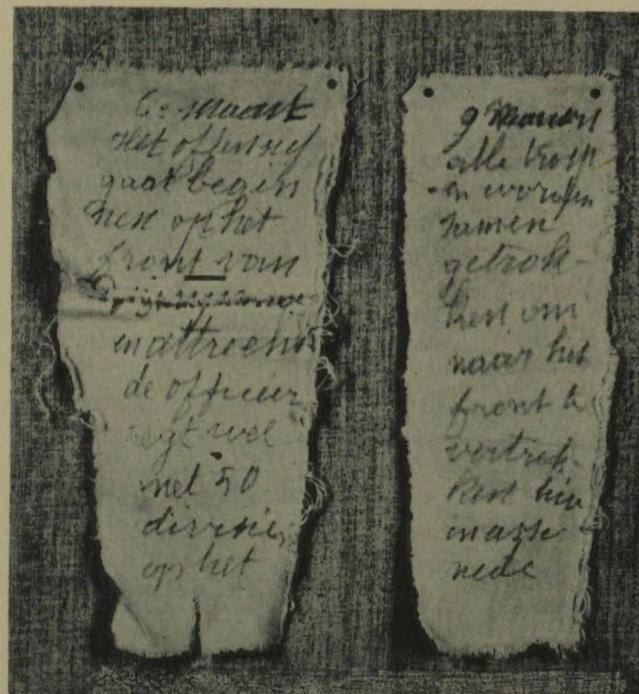
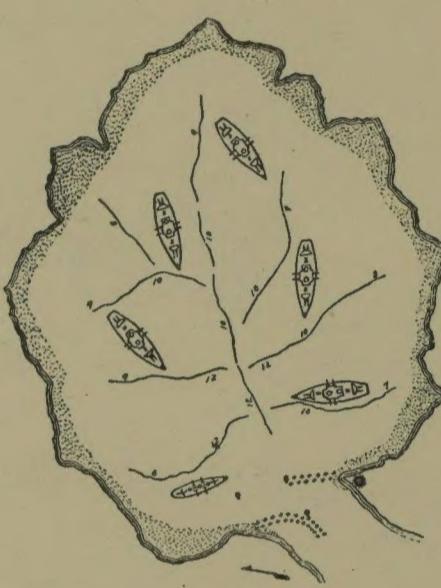


A MEANS OF GETTING MILITARY INFORMATION THROUGH THE POST: A SKETCH OF AN AVIATION IMPROVEMENT MADE IN CHEMICAL INK BENEATH THE POSTAGE STAMP OF AN "INNOCENT" LETTER.



A SPY'S REPORT CAMOUFLAGED BY A DRAWING INSTEAD OF BY CODE OR BY WORDS IN SECRET INK: A NATURALIST'S ROUGH SKETCH OF A LEAF AND BROWSING INSECTS CONCEALING (RIGHT) A NAVAL BASE WITH WARSHIPS AND MINEFIELDS.

Reproduced, together with the other drawing on this page, from "The Story of Secret Service," by Richard Wilmer Rowan; by Courtesy of the Publishers, Messrs. John Miles.



A MESSAGE SEWN INSIDE THE LINING OF A BELGIAN WOMAN AGENT'S CLOTHING WHICH GAVE ACCURATE INFORMATION REGARDING THE GERMAN OFFENSIVE OF MARCH 1918—THE MESSAGE BEING SAFELY BROUGHT OVER THE BELGIAN FRONTIER INTO HOLLAND.

These pieces of linen, sewn inside the lining of a Belgian woman's clothing, were brought over the Belgian frontier into Holland, and there handed to the Consul-General at Rotterdam. The message gave accurate information regarding the German offensive of March 21, 1918, the translation reading: "March 6. The offensive will begin on the Peronne-Bapaume front and will be carried out—as the officer says—with 50 divisions upon the British front. . . . March 9. All troops concentrated to proceed on the front here in Assenede . . . in order to take part in the battle with 600,000 (?) men."

Photograph by Courtesy of the Imperial War Museum.

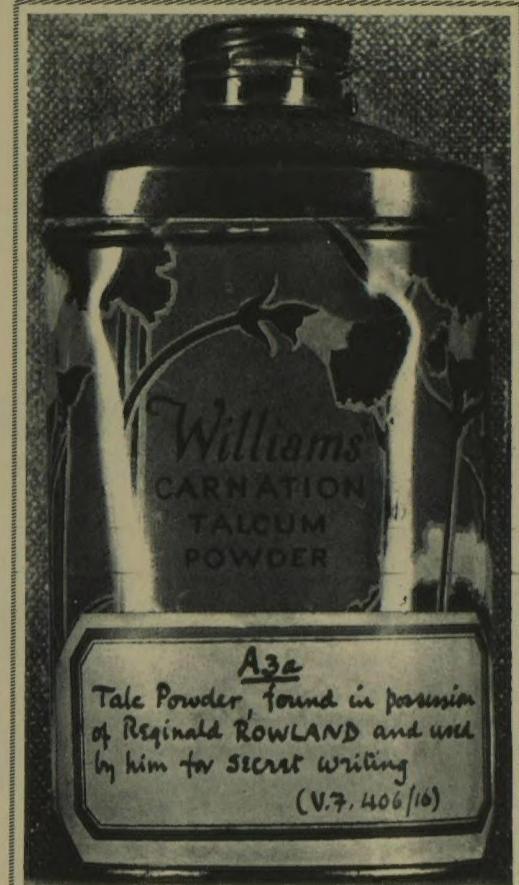
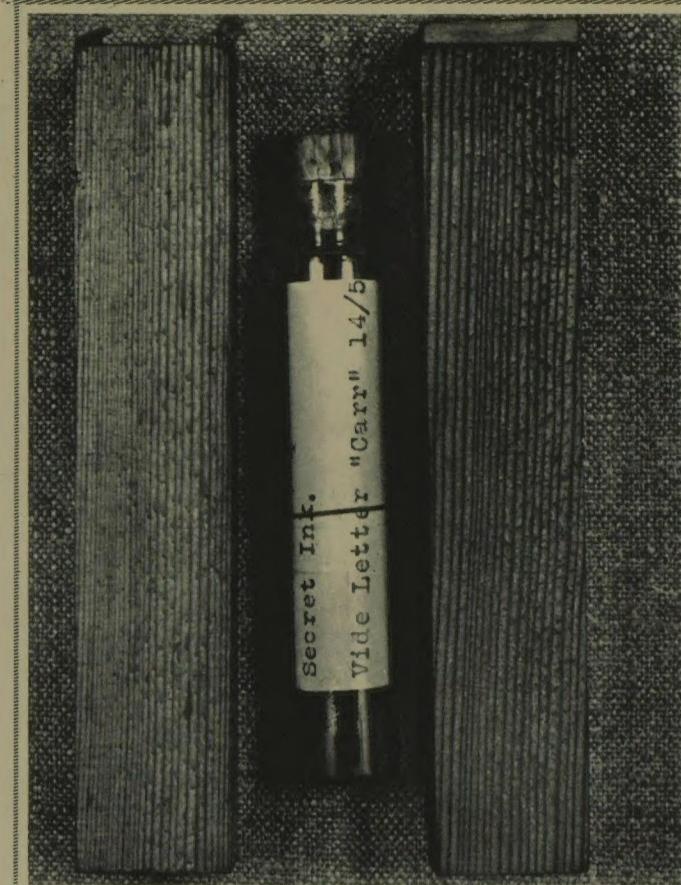
sides; and viewed with suspicion by each as the devil's advocate of the other. . . . Then there was the intense loneliness. I was always alone, a foreigner with the French, a stranger with my own people, a visitor with a different point of view. But worst of all was undoubtedly the sense of responsibility. . . . It caused me intense mental suffering. . . . I was overwhelmed as I realised, more vividly than ever before, against what tremendous odds General Nivelle was risking the fate of

To the same source, perhaps, remembering Sir Henry's opprobrious references to "the Frocks" (his favourite phrase for the civil power), we may ascribe the author's constant support of the military in any dispute with statesmen, as shown, for example, in his championing the soldierly King Constantine of Greece against the machinations of M. Venizelos. Similarly, concerning the settlement of 1919, he writes: "When we look back upon the Treaties of Versailles, Saint-Germain and Trianon, can we say with any real conviction, 'Blessed are the Peacemakers'? . . . It is strange to notice in this connection that the greatest effort to win back the friendship of old enemies has been made by the men who fought the hardest against them. Old Contemptibles, Old Combatants and Ex-Servicemen's leagues in all the countries which were involved in the fighting vie with each other in organising mutual visits of friendship and reminiscence, with the principal object of drawing the poison out of old wounds. Unfortunately, the soldier, or ex-soldier, is in this respect practically without influence. One woolly-headed politician, one tooth-gritting professor or one sensational newspaper poster can undo, in an instant, the faithful work of a thousand toilers for peace."

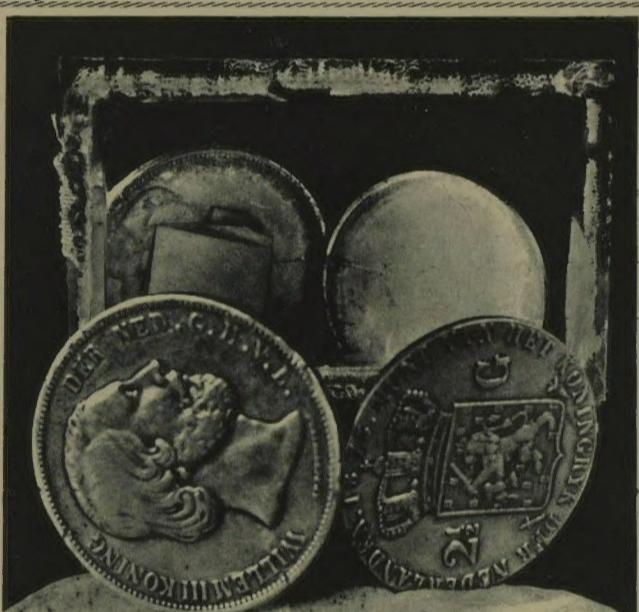
As a record of personal experiences, well flavoured with the salt of humour and anecdote, Sir Thomas's book is extremely readable, while his close contacts with people in high places, able to influence affairs in Europe during a fateful period, naturally give it historical importance. In regard to his political views, probably the book would have had more effect had it appeared some years ago. To-day, current British opinion might not endorse some of his suggestions, such as that concerning the control of the central European States, or his criticism of the Czechs for undemocratic intolerance. Recalling a conversation at the time when Czechoslovakia was being brought into being, he writes: "'Why are you making this great Banana across Europe?' asked Count Tony Apponyi of me. I couldn't tell him. It seemed to me to be contrary to the lessons of history, geography, economics, morality and common sense. Masaryk got it across somehow, but it did not last long, as we know, nor was it likely to do so. . . . Masaryk had been elected as President of the new state, and to take him to Prague a special train was being prepared. It was suggested that not only should I travel with him, but act as British representative at his triumph. . . . On looking back now I recognise that the Czechs made a poor choice in me. My underlying sympathies were not with their crusade." Again, describing President Masaryk's entry into Prague, at which he himself was British representative, Sir Thomas says: "I was not a triumphant victor in this part of the

(Continued on page 864.)

TRICKS OF THE SPY TRADE—INVISIBLE INK: BOGUS COINS AND SWEETS.



INNOCENT OR INCONSPICUOUS OBJECTS SERVING AS CONTAINERS OF INVISIBLE INK—A BOTTLE OF MOUTH-WASH, TINY GLASS TUBES IN WOODEN HOLDERS, AND A TIN OF TALCUM POWDER. INVISIBLE INK IS ONE OF THE SPY'S MAINSTAYS FOR SENDING ILLICIT MESSAGES, AND COMPARATIVELY SAFE SO LONG AS NO SUSPICION ATTACHES TO THE SENDER—OR RECEIVER.



HOLLOW COINS USED BY THE AGENT FOR TRANSMITTING MESSAGES BY BUYING GOODS, FRESH ORDERS BEING GIVEN IN SIMILAR COINS WITH THE "CHANGE."



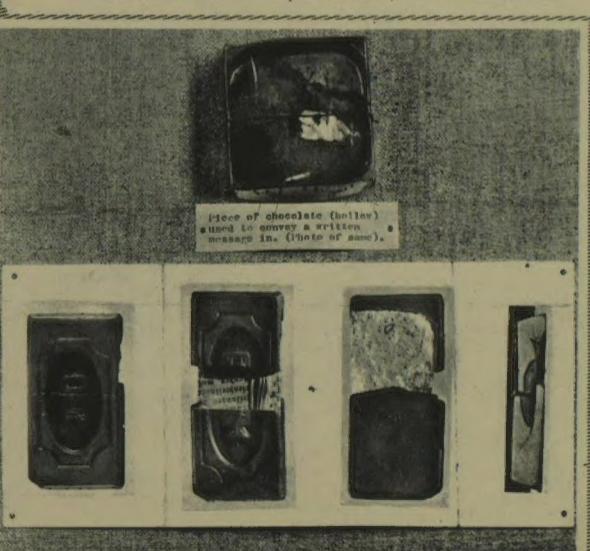
A DUTCH CIGAR FACTORY CATALOGUE, USED IN THE LAST WAR BY A GERMAN SPY AS A COVER AND A CODE.



ANOTHER MEANS OF CARRYING INVISIBLE INK—AN APPARENTLY NORMAL CAKE OF SOAP, SERVING, WHEN PROPERLY TREATED, AS THE SPY'S INK-WELL.



WRITING "MATERIAL" WHICH, SO LONG AS IT WAS USED BY AN UNSUSPECTED AGENT, MIGHT WELL BAFFLE THE MOST SEARCHING EXAMINATION AT A FRONTIER—A SOFT COLLAR ON WHICH MESSAGES IN INVISIBLE INK WERE INSCRIBED.



AN INGENIOUS METHOD OF CONCEALING MESSAGES—IN THEMSELVES MINUTE AND WRITTEN ON RICE PAPER—CHOCOLATES, THE "CENTRES" CONTAINING MESSAGES.

Above and on the left-hand page we illustrate methods used for communication by spies—both Allied and enemy—in the last war. The various kinds of invisible ink form perhaps the mainstay of the spy's means of eluding the Censor, the messages being written between the lines of ordinary letters, books, periodicals, and so forth, or, when carried in person, on such innocent articles of clothing as a soft collar, or handkerchief. The ink itself is either carried in unobtrusive containers or can be mixed from ingredients easily obtainable without much risk of suspicion from any chemist. As long, in fact, as the spy, or his communications,

remain unsuspected, there is little danger of discovery; once, however, doubt arises, the most elaborate subterfuges are of little use in the face of careful search and scientific detection methods. Thus "invisible" ink can easily be made legible; and, more damaging than the actual stopping of the spy service, false messages inserted in place of the original. The history of spying is a long one, dating back to the remote past, and including, in the more recent centuries, such figures as the Elizabethan poet Christopher Marlowe, and Daniel Defoe, author of "Robinson Crusoe." (Photographs by Courtesy of the Imperial War Museum.)

WHILE HITLER HESITATES: THE B.E.F. CONSOLIDATING DEFENCES.



WHERE THE DOMINIONS MINISTER FOUND "A PERSISTENT AND INFECTIOUS CHEERFULNESS WHICH NOT EVEN DEPRESSING WEATHER CONDITIONS COULD SUBDU": SCOTTISH TROOPS TRENCH-DIGGING IN FRANCE.



THE SAME OLD MUD!—SCOTTISH SOLDIERS DIGGING HARD IN THE SECTOR ALLOTTED FOR DEFENCE TO THE BRITISH FIELD FORCE: FIXING PROPS AND CHICKEN-WIRE TO REVET THE SIDES.



AN OFFICER PASSING A SENTRY DURING HIS TOUR OF INSPECTION IN AN UNDERGROUND POSITION IN THE BRITISH SECTOR—BOTH EFFECTIVELY PROTECTED AGAINST THE MOST HORRIFIC OF ALL MODES OF MODERN WARFARE.



"PERISCOPE V. HAUTR. 2 M. 75"—A HIGHLANDER OBTAINING, FROM AN UNASSAILABLE POSITION IN THE BRITISH SECTOR, A VIEW OVER THE FORWARD LINE—WITH FIVE RIFLES, BAYONETS FIXED, PROPPED AGAINST THE WALL.

Recently two Ministers of the Government have paid extensive visits of inspection to that sector of the Allied line manned by effectives of the British Field Force under General Lord Gort; and both returned with glowing accounts of what they saw. Broadcasting in French on November 19 on the visit of the representatives

from the Dominions, whom he accompanied, Mr. Anthony Eden said: "In the sector held by British troops we found a persistent and infectious cheerfulness which not even depressing weather conditions could subdue." The health of the troops was excellent, added the Dominions Secretary, who said their number was steadily

[Continued opposite.]

AN EXPRESSION OF ALLIED UNITY: BRITISH GARRISONS IN FRENCH WORKS.



A BRITISH DETACHMENT MARCHING TO TAKE UP DUTIES IN AN UNDERGROUND FORTIFIED POSITION IN FRANCE. NOTE THE FRENCH SENTRY SMARTLY SALUTING HIS ENGLISH COMRADES.



REFERRED TO BY THE DOMINIONS MINISTER IN A FRENCH BROADCAST AS EXPRESSING "THE UNITY OF TWO EMPIRES WHO HOLD THE SAME FAITH AND CHERISH THE SAME IDEALS": BRITISH TROOPS IN AN UNDERGROUND POSITION IN THE MAGINOT LINE HAVING THEIR EQUIPMENT INSPECTED.

Continued.

increasing, a process that would continue. "In the meanwhile," he declared, "rapid progress is being made in strengthening and deepening the British sector and in perfecting the training and equipment at all points"—a claim which is convincingly borne out by the illustrations appearing on these two pages. In

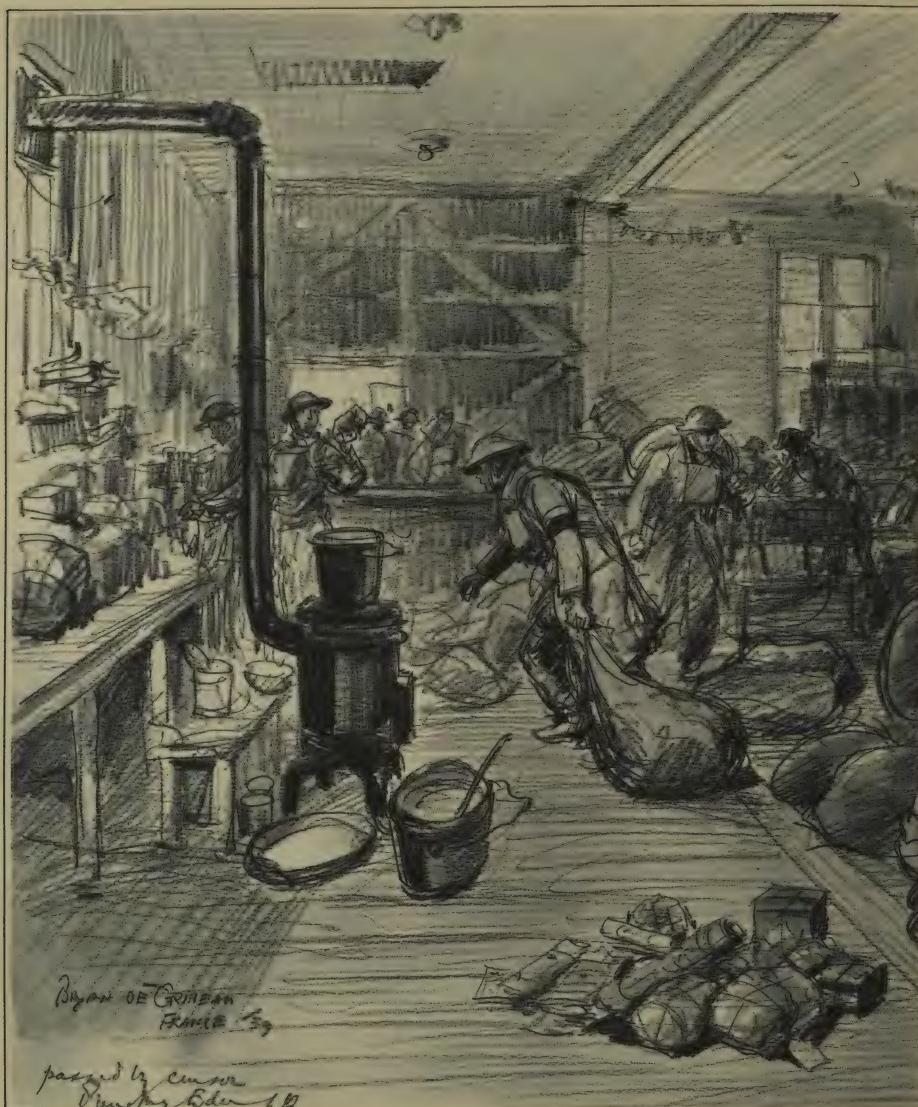
a statement made on the same day, before leaving Paris for London, the Secretary of State for War, who made an almost identical tour, said that the men were digging and building all day "in a successful endeavour to render the British line impregnable against any attack." (Official Photographs.)

THE B.E.F.'S "MOUNT PLEASANT": AN ARMY POST OFFICE

DRAWN BY OUR SPECIAL WAR ARTIST ON THE

ON THE WESTERN FRONT—A SCENE OF GREAT ACTIVITY.

WESTERN FRONT, CAPTAIN BRYAN DE GRINEAU.



THE ARMY POST OFFICE CARRIES ON IN SPITE OF AN AIR RAID WARNING: SOLDIER-SORTERS, WEARING STEEL HELMETS BEHIND THE LINES WHERE SOME THREE HUNDRED BAGS ARE RECEIVED

A certain amount of criticism has been levelled at the Army Post Office, it being alleged that there was considerable delay in the delivery of mail to the units of the B.E.F. Mr. Horé-Belisha himself said, in a speech in the House on October 11, that the only serious shortcomings felt by our troops at the moment were an inadequacy of cigarettes and a slowness in the delivery of letters. Later he stated that he thought the question had been to some extent cleared up, and that while the Army was on the move

it was extremely difficult to ensure expedition in the dispatch of mails. On November 8 he announced that letters to soldiers serving overseas were now proceeding from this country to France with regularity and should normally reach their destination in six days at most. There were, however, still some 4000 letters a day which, in spite of every effort, could not be delivered owing to faulty addresses. The Army Post Office staff had been increased three weeks ago and was now adequate. A typical Army Post Office at the



AND WITH GAS-MASKS IN THE "ALERT" POSITION, FILEING, SORTING, AND FILLING MAIL-BAGS IN A VILLAGE HALL EVERY DAY WITH LETTERS FOR THE BRITISH EXPEDITIONARY FORCE.

front is depicted above by Captain Bryan de Grineau, our special artist on the Western Front, who sends us the following description: "This drawing shows the interior of a village hall fitted up as an Army Post Office. The staff are sorting the mail during the period of an air raid warning. Letters are on one side and parcels on the other, while outgoing mail-bags are placed on a counter across the entrance, where orders from the various units can receive their incoming mail and arrange about postal orders, registered

letters, etc. Along the walls are slotted canvas racks and pigeon-holes allotted to the many units in that particular sector. Despite the air raid warning, the soldier-sorters, after putting on their steel helmets and adjusting their gas-masks in the 'alert' position, continued their wrestling with the huge batch of mail which was literally filling every inch of space. Three hundred mail-bags come into this one office every day and there are twenty others just as fully occupied. Night shifts are frequently required."



SCANNING THE SKIES WITH SHADED GLASS FOR HOSTILE AIRCRAFT WHICH MAY SWOOP OUT OF THE SUN TO ATTACK—THE LOOK-OUT ON BOARD A MINE-SWEEPER IN THE NORTH SEA.

AN ANSWER TO THE THREAT OF THE PERILOUS AND EXACTING TASK OF THE MINE-SWEEPERS.



A MULTIPLE ANTI-AIRCRAFT WEAPON WHICH WOULD GIVE AN AERIAL ATTACKER A HOT RECEPTION; A MULTIPLE MACHINE-GUN BEING A FORMIDABLE DEFENCE AGAINST LOW-FLYING OR DIVE-BOMBING AIRCRAFT.



LOWERING AN "OROPEZA" FLOAT—THIS IS A SELF-CONTAINED INSTRUMENT KEEPING THE "SWEEPS" AT THE REQUIRED DISTANCE FROM THE SHIP.



LOWERING THE "OTTER"—THIS IS FITTED BEHIND THE "OROPEZA" FLOAT (ON LEFT) AT THE END OF THE SWEEP WIRE, WHICH IT KEEPS AT THE REQUIRED DEPTH.



THE DAWN WATCH: THE LOOK-OUT ON A MINE-SWEEPER AGAINST PLANES AND U-BOATS—NIGHT AND DAY VIGILANCE IS ESSENTIAL IN THIS MOST DANGEROUS OF TASKS.



ANOTHER ASPECT OF THE ETERNAL VIGILANCE OF THE MINE-SWEEPER—THE CAPTAIN ON THE LOOK-OUT AGAINST POSSIBLE NAZI RAIDERS. MINE-SWEEPING FLORIDA ARE, OF COURSE, LARGELY FORMED OF CONVERTED TRAWLERS.

The menace of mines, to neutral as well as to Allied shipping was cruelly and vividly brought home by the recent sinking of eight ships in a rapid succession—five of them being neutrals, Dutch (the tragic story of the "Simon Bolivar" is illustrated on our double page 784 and 785), Swedish, Italian, Yugoslav, and Lithuania. In the last war, the danger from the German mine campaign was considerable; and some idea of the extent of this appears

from the fact that of the various classes of British ships lost during the war, more were sunk by mines than by guns. On the other hand, British mines played an important part in the anti-U-boat campaign. Of 200 U-boats the loss of 43 (or 21·5 per cent.) was due to mines. In all, the British mine-sweeping service at the Armistice in 1918 comprised 726 British ships—mainly converted trawlers and drifters. The principal method employed in mine-

NAZI INDISCRIMINATE MINE-LAYING, IN THE NORTH SEA, AND THE WATCH AGAINST AIR ATTACK.



AT THE COMPLETION OF OPERATIONS: STOWING AWAY THE "SWEEPS"—TWO "OROPEZA" FLOATS ARE VISIBLE, ONE ON THE WATER, THE OTHER BEING ALREADY STOWED ON DECK.



ON THE WATCH AGAINST GERMAN U-BOATS, SURFACE SHIPS, OR AIRCRAFT—THOUGH THE MINE-SWEEPER'S FIRST DANGER IS THE MINES THEMSELVES: AN OFFICER IN "ARCTIC" WINTER DRESS.



BROUGHT TO THE SURFACE, THE MINE IS DISPOSED OF BY RIFLE FIRE. THE CREW'S STEEL HELMETS INDICATE THAT AN AIR RAID WARNING HAS BEEN GIVEN.



"OUT SWEEPS!"—THE WINCHES ON BOARD THE MINE-SWEEPER; TO THESE ARE ATTACHED THE SWEEPS.



WORKING OUT HIS TRICKY COURSE: THE NAVIGATOR ABOARD A MINE-SWEEPER IN THE NORTH SEA—THE ONLY "OFFICIAL" GERMAN MINEFIELD LIES TO THE EAST OF THE DOGGER BANK; BUT U-BOATS LAY THEM ANYWHERE IN THE PATH OF SHIPPING.



THE SERRATED JAWS OF THE CUTTER WHICH IS ATTACHED TO THE SWEEP, AND SEVERS THE MINE'S CABLE, THEREBY BRINGING IT TO THE SURFACE.

sweeping consists in "sweeps," kept at the requisite distance from the ship by the "oropeza" floats, and at the requisite depth by the otter—a modified form of the original paravane invented by Burne in the Great War (both these appliances are illustrated above). Attached to the sweeps are the strong cutters whose serrated jaws cut through the cable which moors the mine. The mine-sweeper's main dangers are manifold, the most serious

being that of the mines themselves. As well as mines laid against naval or merchant shipping, mines are specially laid at a shallower depth against the mine-sweepers (21 fms. being thus sunk in the last war—while in this war the mine-sweeper "Molent" was sunk on November 21 by striking a mine off the East coast). On page 780 methods of mine-laying, and the extent of mine-fields are illustrated. (Photographs by Charles E. Brown, S. and G., and L.N.A.F.)

THE MINE: A WEAPON USED BY GERMANY FOR UNRESTRICTED WARFARE.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS.



HOW A CONTACT MINE IS LAID. THE SHALLOW WATERS OF THE NORTH SEA MAKE IT AN IDEAL AREA FOR MINELAYING, THOUGH CERTAIN TYPES OF MODERN MINES CAN BE LAID IN DEPTHS EXCEEDING 3000 FEET.



THE BASIC PRINCIPLES OF MINE-LAYING : A FORM OF NAVAL WARFARE WHOSE RESTRICTIONS UNDER INTERNATIONAL LAW ARE IGNORED BY GERMANY TO ENSURE THE DESTRUCTION OF ALLIED AND NEUTRAL MERCHANT SHIPPING.

The sinking of the Dutch liner "Simon Bolivar" by a German mine off the east coast of England, on November 18, has aroused widespread indignation at the use of this weapon in circumstances clearly contrary to International law. This action suggests that mine-laying U-boats intend to carry on unrestricted warfare against British and neutral shipping alike. The North Sea, being shallow, is particularly suitable for mine-laying operations, as great depths necessitate a long buoy-rope and the mine becomes heavy. The least current increases the depth of the mine from the surface, and thus a mine anchored when there is no current flowing is rendered harmless. Conversely, a mine anchored when there is a current comes

to the surface at slack water, thus revealing the presence of the minefield. Though the North Sea is favourable to large minefields (the positions of three of these are indicated in the map above), the mines do not remain in place very well, for the anchorage is uncertain and at low tide and in rough weather the mines appear in the troughs of the waves, the buoy-ropes break and they drift away. In accordance with International law a mine should become harmless as soon as it breaks away, and British mines are fitted with a simple safety device. A piston inside the mine is pulled down against a spring which pushes up the plunger should the mooring break. This disconnects the firing mechanism.

PRISONERS OF WAR IN ENGLAND: LIFE IN A "STATELY HOME."



A PRISONERS OF WAR CAMP IN ENGLAND: ERECTING BARBED-WIRE FENCES IN THE GROUNDS OF A "STATELY HOME." THE SENTRIES' WALK RUNS BETWEEN THE TWO BELTS OF WIRE.



THE SENTRY'S TOWER, ENABLING HIM TO OVERLOOK THE WIRE IN A NUMBER OF DIRECTIONS. THE LOWER BOUGHS HAVE BEEN LOPPED FROM THE TREE ON THE RIGHT TO PREVENT IT BEING USED AS A MEANS OF ESCAPE.



THE COOKS AT "U-BOAT HOTEL," AS THE PRISONERS HAVE NAMED THEIR COUNTRY HOUSE. THE GUARD, THOUGH ARMED, IS NOT ABOVE TAKING AN INTEREST IN THE SOUP, AND PERMITS HIMSELF A CIGARETTE.



THE NATIONAL LOVE OF MUSIC IS GIVEN FREE PLAY AT "U-BOAT HOTEL." ONE PRISONER (ON THE EXTREME RIGHT) IS APPARENTLY STILL WEARING THE JACKET IN WHICH HE WAS CAPTURED, FOR AN EPAULETTE CAN BE SEEN.



PRISONERS GOING OUT TO THE WOODS TO CHOP LOGS—WORK WHICH IS ENTIRELY VOLUNTARY. A MAN IN THE CENTRE OF THE GROUP HAS THE STRIPES OF A KORVETTEN KAPITAN, OR LIEUTENANT-COMMANDER, ON HIS EPAULETTES.



HOW THE PRISONERS PASS THEIR EVENINGS. READING ENGLISH PAPERS BY AN OPEN FIREPLACE WITH A PLENTIFUL SUPPLY OF LOGS; BUT STILL WITH ARMED GUARDS STANDING NEAR.

"I do not think that it would be possible to give prisoners of war more humane treatment than that accorded to German prisoners in Britain." This unequivocal statement was not made by a "pro-Ally sentimentalists," but by the London correspondent of a Spanish paper which has always been strongly right wing in its sympathies—the Madrid "A.B.C.". The correspondent proceeds to describe how the life of prisoners of war in England is made as comfortable as possible—

a fact which should not need stressing, but which it is as well to emphasise in face of the Nazi efforts to work up an atrocity campaign against Britain. It is also gratifying to see that the anti-U-boat war and the rounding-up of German merchant ships are giving concrete results. Captivity in England is far from being a formidable prospect, and when the crew of a captured German steamer were landed recently they waved cheerfully to the crowd. (Photographs by Fox, G.P.U., and A.P.)

FROM time to time I am asked by people who appear to have confidence in my judgment, not altogether shared by myself, why the war with Nazi Germany does not begin. I can only answer that a sort of war has begun which is proving very effective from our point of view.

I go on to say that we are prepared for any other sort of war, and, what is more important, becoming better prepared every day, but that meanwhile this sort is paying. We have in our hands what amounts to the initiative: for that term is not too strong to apply to the attitude of the combatant who feels himself growing stronger while his adversary grows weaker, who is calm while the other is excited, who stands on his guard ready to parry the next stroke and ready, what is more, with the riposte. My questioners do not usually disagree, but they often remark that no war has ever been waged in this fashion before.

Well, even if that were so, it would not prove that our strategy was wrong now. Those especially who reproach statesmen and soldiers with lack of imagination and failure to understand that new

THE WAR WITH NAZI GERMANY: BLOCKADE—HISTORICAL AND OTHER OBSERVATIONS.

By CYRIL FALLS.

In one respect this war differs from the other war precipitated by events in Poland. France and Great Britain will assuredly not disinterest themselves in Polish affairs at the peace settlement, and the restoration to independence of ethnic Poland is certain to be one of their terms. Another difference is to be seen in the much stronger position of the Allies by comparison with that of France in 1733. She had no equivalent of our naval blockade to aid her land armies. That is what is at the moment winning our war for us to a far greater extent than any other weapon which we are employing. It is because this deadly tool is working for us all the time, steadily and remorselessly, that we can afford to stand back and watch for the next move on the part of the enemy. It is by reason of the blockade

as irresistible as she was savage, and that the only means of safety lay in surrender to her demands. Since then much has happened. The neutrals have seen Russia contemptuously denude her of the mastery of the Baltic and drive her citizens out of Baltic lands. They have observed the signature of the Turkish pact. They have noticed that Italy is unobtrusively and slowly, but not the less surely, feeling her way back into Balkan policy and establishing a *bloc* which will resist German aggression, or, for that matter, Russian. They have taken account of the fact that threats against the Low Countries were uttered but were not fulfilled. One of the most tragic aspects of the opening stage of the war was the spectacle of neutrals who loathed Nazi philosophy and Nazi practices, yet scarcely dared to allow even their private citizens to express a preference for the cause of civilisation to that of barbarism. We have not yet, unfortunately, wholly ceased to observe that humiliating sight, but it is becoming rarer and will become more so as time goes on.



A LUFTWAFFE ACHIEVEMENT: THE 6-FT. CRATER (LEFT) AND THE ONLY CASUALTY—A RABBIT! AND (RIGHT, ONE OF THE BROKEN WINDOWS WHICH (WITH THE RABBIT) WERE THE SUM TOTAL OF THE DAMAGE CAUSED BY THE SHETLANDS RAID—THIS CONTRASTING WITH THE GERMAN CLAIM OF TWO BRITISH SEAPLANES DESTROYED, AND A CRUISER BOMBED.

Above appears what amounted to the net results of the German raid on the Shetland Islands of November 13—a 6-ft. crater and a smashed window! Total damage was: one casualty—an island rabbit—some broken windows, while the roof of an uninhabited cottage was damaged. This contrasts



not unentertainingly with the claims of the German High Command that two seaplanes were destroyed, and that a British cruiser was hit, though this could not be confirmed. Five planes were apparently used in this abortive raid, and twenty 250-lb. bombs dropped. (A.P.)

conditions may demand a new technique must consider, before they criticise, the fashion in which the Allied rulers and commanders are adapting themselves to the present circumstances. Yet, in fact, I can think of other wars in which conditions have been not dissimilar to those we are witnessing. In the War of the Polish Succession the struggle between the French and the Imperialists began in much the same manner, was confined on the Rhine to sieges and even in Italy never became particularly active. It is true that Spain, who was at least the nominal ally of France, conquered the Two Sicilies from the Empire, but that was a side issue. The First Minister of France, Cardinal de Fleury, was so determined to avoid an adventurous policy, costly in money and lives, that when war broke out in 1733 he cancelled the appointment to the chief command of Marshal de Villars, still, at eighty, the greatest French soldier, because he feared that he would prove too impetuous. Instead, a mere sexagenarian, with only a trifle of 45 years' service to his credit, was granted the Rhine command. This was "the big, dry, phlegmatic devil of an Englishman," the Duke of Berwick, who could be relied upon not to exceed his instructions. These instructions of two centuries ago sound as though they might have been written to-day. The French Army would not set foot on German soil except to assure its own security; it would place garrisons in Lorraine, establish itself on the Sarre and the Moselle (my italics, not those of the Cardinal), reduce Kehl and lay siege to Philippsburg, but make no effort to penetrate beyond the Rhine. Villars was sent to Italy, where there was more movement but no attempt to obtain a decisive result by fighting. In fact, few students remember anything whatever about the conduct of this war except that the two veterans, Villars and Berwick, both met their deaths in it. In fine, Fleury regarded the war as a means of checking the power and pretensions of the Empire. Whether or not Stanislas Leszczynski could be restored, to the throne of Poland, the nominal war aim of France, hardly mattered—actually he was not restored, but received instead Lorraine, ceded at the Peace of Vienna by Duke Francis, husband of Maria Theresa, with reversion to the King of France. The real war aim of Fleury was to show Austria that aggression against France was unprofitable.



"MAGNIFYING" THE "RESULTS" OF ONE OF THE ABORTIVE GERMAN RAIDS ON THE FLEET IN SCOTTISH WATERS: A GERMAN PHOTOGRAPHIC EXPERT AT WORK ON A "DIRECT HIT." THE PHOTOGRAPH ACTUALLY APPEARS TO SHOW ONE OF THE OLD GERMAN BATTLESHIPS, THE "SCHLESIEN," OR "SCHLESWIG-HOLSTEIN."

that the war with Nazi Germany, which my questioners think has not begun, is really being waged by us victoriously.

Meanwhile, though one does not necessarily credit the more sensational of the stories which are circulating, one can no longer hesitate to believe that doubt and vacillation exist on the other side. Some of the rumours of Germany's intentions are put about by the Nazi propaganda machine with the object of misleading the Allies, but there is every indication Hitler contemplated in turn an attack on the Maginot Line, a great air offensive against Britain, and an invasion of Holland, and that in each case he was dissuaded by his military advisers. It now appears that he is once more turning to the Balkans, where he was so rudely checked by Stalin two months ago. He will find the atmosphere very different in Rumania now from what it was in September last. Then there was an impression throughout the Balkans that Germany, reeking from her victory over Poland, was

At the same time, the orchestra of vituperation has begun to blare louder than ever. "Truly horrible warfare" is the latest threat reported to have been issued by the Foreign Minister of the Reich. To that we neither retort in kind, because it is not in accordance with our custom or principles to do so, nor do we underestimate the possibilities which may be in the mind of Herr von Ribbentrop, because we are quite willing to admit that the Nazis are experts in the sphere of the truly horrible. If this be only another offensive in the war of nerves, we are reinforced by the sentiment that ours remain quite sound, whereas those of Hitler and his henchmen appear to be distinctly frayed. If it be in truth the presage of some desperate stroke against us, we stand prepared to meet it and rest assured that no preliminary bombast can add any fresh effectiveness not inherent already in the action itself.

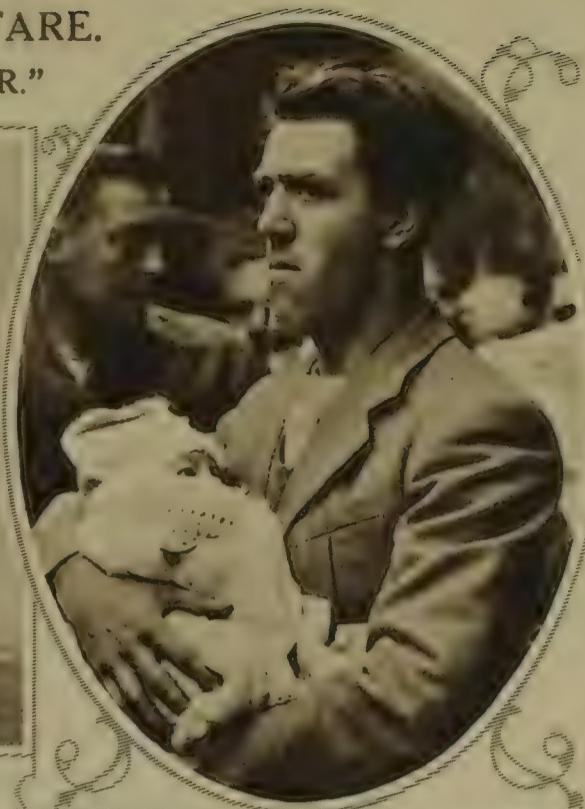
Since I last wrote, the chief interest outside the onslaught of propaganda has been the activity in the air, especially the raid by four German bombers on the Shetlands, when for the first time since 1918 bombs from hostile aircraft are reported to have fallen upon the soil of Great Britain. The damage done is scarcely worth mentioning and the claims made by the enemy respecting it are absurd. It should not, however, be taken lightly and may be, together with subsequent reconnaissance flights, a test and preparation for more extended operations in the near future. The moon, it should be noted, will be at her full on the night of Sunday, the 26th. Unless Germany has reached a mood of desperation, any raids likely to be carried out will, as heretofore, be launched against legitimate military objectives and not partaking of the nature of that truly horrible warfare which consists in aerial bombardment of the civil population. Even that, let us remember, we soberly and deliberately took into account when we went to war. And do not let us overlook the fact that while a few German aircraft have reached our country, our own machines have flown constantly over Germany, taking photographs of important objectives, including many aerodromes. There may be stormy days ahead, but they appear to offer our enemies no better prospect of achieving a decisive success than the present warfare of blockade.

VICTIMS OF NAZI INDISCRIMINATE MINE-WARFARE.

ECHOES OF THE TRAGEDY OF THE "SIMON BOLIVAR."



THE "SIMON BOLIVAR" SINKING BY THE STERN, WHILE A DESTROYER HURRIES UP TO AID IN RESCUE WORK, AND AN AEROPLANE FLIES OVER: A PHOTOGRAPH TAKEN FROM ANOTHER SHIP, HERSELF IN GRAVE DANGER FROM MINES. (G.P.U.)



AN ELEVEN-WEEKS-OLD BABY RESCUED FROM THE "SIMON BOLIVAR" CARRIED FROM HOSPITAL BY A SURVIVOR, UNSHAVED AND HAGGARD. (Fox.)



SEPARATED FROM HER FAMILY DURING THE DISASTER, BUT AFTERWARDS REUNITED TO THEM: CHRISTINA WENVOORT IN HOSPITAL. MARKS FROM THE OIL WHICH MATTED HER HAIR CAN BE SEEN ON THE PILLOW. (Keystone.)



A PHOTOGRAPH ELOQUENT OF THE TRAGEDY OF THE "SIMON BOLIVAR": MRS. VAN DYK AND HER TWO CHILDREN, PHOTOGRAPHED TOGETHER AT A LONDON HOTEL AFTER THEIR DREADFUL EXPERIENCE. (G.P.U.)



CLOTHED IN WOMEN'S GARMENTS AFTER BEING RESCUED: BOY SURVIVORS FROM THE "SIMON BOLIVAR" AT ST. BARTHOLOMEW'S HOSPITAL IN LONDON. (I.B.)



IN HOSPITAL AFTER THEIR ORDEAL: MR. AND MRS. J. P. JANSEN WITH THEIR BABY SON. ANOTHER BABY WAS LOST IN THE DISASTER, WHICH CLAIMED EIGHTY-THREE VICTIMS, INCLUDING SIXTY-FOUR PASSENGERS AND THE CAPTAIN OF THE SHIP, WHO WAS KILLED ON THE BRIDGE. (A.P.)

On a double page in this issue is an authentic drawing of the mining of the "Simon Bolivar," in many ways the worst outrage yet perpetrated by the Nazi German Navy, which, unable to deal blows at Britain, is resorting to cowardly attacks on neutrals. The photographs reproduced here echo the awful tragedy

that this act of barbarism brought in its train, the families separated by death, with children killed and drowned before their parents' eyes, and others orphaned by indiscriminate and futile Nazi violence. One of the most nauseating of their ordeals was the fuel oil which covered many of the survivors.

THE SINKING OF THE DUTCH LINER "SIMON BOLIVAR" BY A GERMAN MINE: SURVIVORS FLOATING IN A SEA OF FUEL OIL.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, UNDER THE DIRECT SUPERVISION OF MR. J. H. LINDEMAN, CHIEF WIRELESS OFFICER, AND OTHER MEMBERS OF THE CREW.



A FLAGRANT VIOLATION OF INTERNATIONAL LAW BY A MINE-LAYING U-BOAT, INVOLVING THE LOSS OF 83 LIVES: THE DRAMATIC SCENE AS THE "SIMON BOLIVAR" WENT DOWN BY THE STERN, HER WIRELESS SILENT, HER BRIDGE DESTROYED, HER CAPTAIN DEAD AND THE SURVIVORS STRUGGLING IN A SEA OF OIL FROM THE DAMAGED FUEL-BUNKERS, WHILE VESSELS OF THE ROYAL NAVY RACED TO THEIR AID.

From the moment the Allies declared war on Nazi Germany, U-boats have carried out a campaign against French, British, and neutral merchant shipping similar to that which in the last war called forth the condemnation of the civilised world. Some ships have been torpedoed without warning and their crews have in many cases been left in small boats to face the angry seas far from land; others have been mercilessly shelled while the crew were still on the boat. But this piracy entailed risk to the attacker, for the aircraft of the R.A.F. and the hunting craft of the Royal Navy took their toll of

U-boats. A new plan was devised whereby the German submarines could strike at Allied and neutral shipping without peril to themselves. On the morning of November 18 the Dutch liner "Simon Bolivar" (8309 tons), owned by the Royal Netherlands Steamship Co., was off the east coast of England, on a voyage from the Netherlands to the West Indies. The sea was calm and there was a slight haze. Suddenly there was a terrific explosion against the port side of the ship, just forward of the bridge, which seemed to hit the liner. Apparently a German mine, deliberately laid in the fairway

without notification and against international law, had been struck by the ship. The explosion wrecked the port side of the bridge, killing Captain H. Voorspuyl immediately, and several of the other officers on duty. The Palm Lounge, situated beneath the bridge structure, was also wrecked, and thirty people in it were killed. The ship was listing and attempts were made at once to launch the lifeboats, two of which had been badly damaged by the explosion. Some ten minutes later a second terrific detonation sent the ship on to a more even keel and, occurring further aft, blew open the oil

bunkers so that tons of black, treacle-like fuel oil flew out over the sea. People who had jumped into the sea, or had been flung into the water from boats capsized by the second explosion, were covered with oil, and floating wreckage became so slippery that survivors had difficulty in holding on. Ships in the vicinity and, later, vessels of the Royal Navy, rescued those still afloat. The casualties numbered 83, including 64 passengers. The foremost was forced slightly over to starboard by the first explosion, and this broke the wireless aerials so that no SOS signals could be sent out.

MEN WHOM EUROPE IS WATCHING:
PERSONALITIES OF THE WEEK.



A CHARMING PHOTOGRAPH OF QUEEN FARIDA OF EGYPT, WIFE OF KING FARUK, WITH HER DAUGHTER, PRINCESS FERIAL, WHOSE FIRST ANNIVERSARY WAS CELEBRATED ON NOVEMBER 17.



DR. HACHA.

Many reports have been current concerning Dr. Hacha, the President of the Czech "Protectorate," since the outbreak in Bohemia. One stated that he was imprisoned in his castle. On November 18 he broadcast, appealing to the Czech population to refrain from disturbances of the peace.



THE REV. SIR MONTAGU PROCTOR-BEAUCHAMP, BT.

Died at Paoning, Szechuan, China, on October 26; aged seventy-nine. Last surviving member but one of the famous "Cambridge Seven" of cricketers, oarsmen, and athletes who, in the early 'eighties, volunteered as foreign missionaries.



AIR MARSHAL SIR F. W. BOWHILL.

As Air Officer Commanding-in-Chief, Coastal Command, since 1937, is responsible for the R.A.F. coastal patrol and the campaign from the air against the U-boats; while the Coastal Command also does great service in warning shipping of mines. Served during Great War in R.F.C. and R.N.A.S.

(RIGHT.) LEADERS OF FINLAND WHOM EUROPE IS WATCHING : DR. PAAKIKIVI, HEAD OF THE MOSCOW DELEGATION (RIGHT), AND M. ERKKO, THE FINNISH FOREIGN MINISTER, IN CONSULTATION.

The Finnish delegates, M. Paasikivi and M. Tanner (Finance Minister), arrived back in Helsinki on November 15 and reported on the deadlock in their talks with the Soviets to President Kallio and the Foreign Minister.



AFTER THE MEETING OF THE ALLIES' SUPREME WAR COUNCIL IN DOWNING STREET : ADMIRAL DARLAN, GENERAL GAMELIN, AND AIR CHIEF-MARSHAL SIR CYRIL NEWALL (CENTRE) ; M. DALADIER AND M. CORBIN (LEFT) ; AND MR. CHAMBERLAIN—OUTSIDE NO. 10.

The photograph reproduced on the right is the first taken of Mr. Chamberlain since his recent attack of gout; and he is seen still wearing a special boot on his left foot. It was taken after the third meeting of the Allies' Supreme War Council, held at No. 10, Downing Street, on

November 17. The meeting was attended by M. Daladier, General Gamelin, Admiral Darlan (C.-in-C. of the French Navy), General Vuillemin (Chief of the French Air Force), Viscount Halifax (Foreign Secretary), Lord Chatfield, and Sir Kingsley Wood (Air Minister).



SIGNOR MUSSOLINI AND THE CROWN PRINCE AT ANNIVERSARY CELEBRATIONS.

Corresponding to our Armistice Day, the Italian anniversary of the victory of Vittorio Veneto was celebrated in Rome by a solemn Mass before the Tomb of the Unknown Soldier, "the Altar of the Country." Signor Mussolini is here seen with Crown Prince Umberto, taking the leading part in the ceremony.



THE MEN WHO ARE WAGING BRITAIN'S WAR AT SEA : MR. CHURCHILL WITH PARLIAMENTARY AND NAVAL COLLEAGUES OF THE ADMIRALTY BOARD.

The members of the Board seen here are (l. to r.): Mr. Geoffrey Shakespeare, M.P., Parliamentary and Financial Secretary; Rear-Admiral H. M. Burrough, Assistant Chief of Naval Staff; Vice-Admiral Sir Alexander Ramsay, Fifth Sea Lord; Rear-Admiral T. S. V. Phillips, Deputy Chief of Naval Staff; Admiral of the Fleet Sir Dudley Pound, First Sea Lord; Sir J. Sidney Barnes, Deputy Secretary; Mr. Winston Churchill; Sir Archibald Carter, Permanent Secretary; Admiral Sir Charles Little, Second Sea Lord; Rear-Admiral B. A. Fraser, Third Sea Lord and Controller; Rear-Admiral G. S. Arbuthnot, Fourth Sea Lord; and Captain A. U. M. Hudson, Civil Lord. Over the mantelpiece is a historic wind-dial; and behind Mr. Churchill a portrait of William IV., "the sailor King."



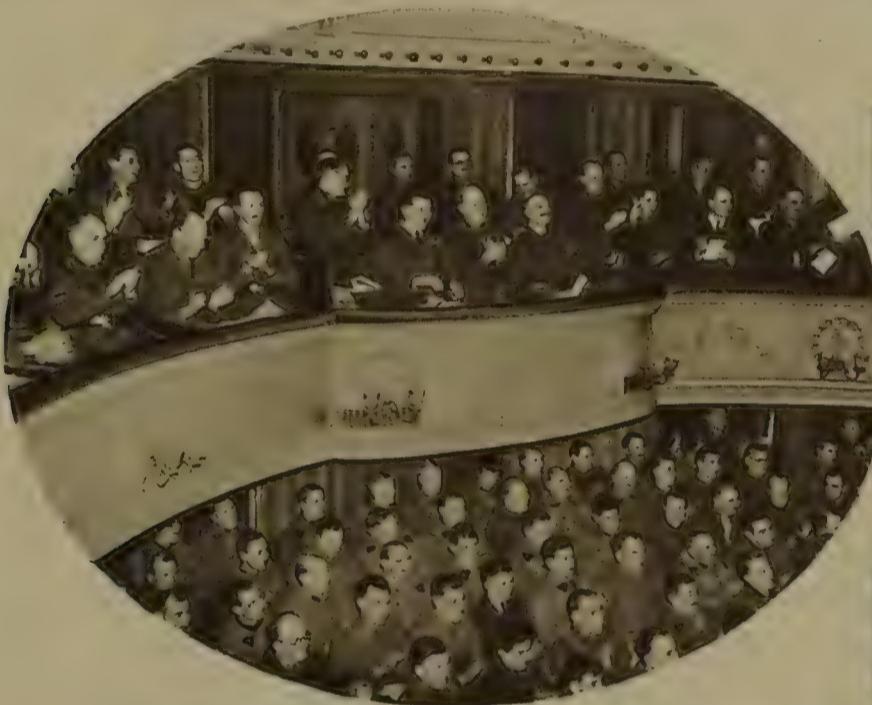
GENERAL SIKORSKI WITH THE DUKE OF KENT DURING HIS NAVAL INSPECTION TOUR.

General Sikorski, the Polish Prime Minister, visited a Scottish port on November 17 to decorate members of the Polish fighting forces. He inspected the Polish crews on board a British vessel; and he also visited one of the Polish vessels serving with the Royal Navy. Later he was received by the Duke of Kent.



THE WEDDING OF THE VICEROY AND VICEREINE'S DAUGHTER AT NEW DELHI: THE BRIDE ARRIVING AT THE CHURCH OF THE REDEMPTION.

Lady Anne Adeline Hope, eldest daughter of the Marquess of Linlithgow, Viceroy of India, and the Marchioness of Linlithgow, was married at the Church of the Redemption, New Delhi, on November 6 to Lieut. P. H. J. Southby, R.N., younger son of Sir Archibald Southby, M.P., and Lady Southby, of Burford Priory, Oxfordshire. The Bishop of Lahore officiated at the ceremony. The Viceroy provided 5000 meals for Delhi's poor upon this occasion. (Fox.)



ALLIED TROOPS—THE FRENCH DISTINGUISHABLE BY DARK TABS—IN THE CENTRE BOX LORD GORT, ENJOYING THE MAURICE CHEVALIER AND NOEL COWARD CONCERT.

One inspiring sensation the development of wireless has made possible is that of being in touch with the men "over there"—and this was well illustrated on November 12, when English listeners heard Noel Coward and Maurice Chevalier entertain the troops behind the lines on the Western Front. The last war had nothing to compare with this novel sensation, and the evident enjoyment of the soldiers must have been a heartening feature to many—this in addition to the pleasure of



QUEUEING UP FOR GRACIE FIELDS—SOME OF THE B.E.F. OUTSIDE THE LITTLE FRENCH CINEMA WHERE THE FAMOUS LANCASHIRE COMEDienne SANG TO THE TROOPS.

Entertainment, as Mr. Basil Dean, director of entertainments for N.A.A.F.I., recently pointed out, can do much to maintain a spirit of assertive cheerfulness in the troops—particularly essential during the present phase of inertia in the land war. To this maintenance of "assertive cheerfulness" Miss Gracie Fields gallantly contributed by stopping in France—against her doctor's orders—on her journey to Capri, where she is to convalesce after her recent operation, to give two

NEWS OF WAR AND PEACE:

"ASSERTIVE CHEERFULNESS" IN FRANCE: A WEDDING AT DELHI.



THE QUEEN (EXTREME RIGHT) AND THE DUCHESS OF GLOUCESTER AMONG THE CROWDED AUDIENCE AT ONE OF THE NATIONAL GALLERY LUNCH-HOUR CONCERTS.

Accompanied by the Duchess of Gloucester, the Queen attended the midday concert at the National Gallery on November 16 to hear a programme of choral music from the Tudor Singers. The concert, arranged by Mr. Cuthbert Bates, included the "Agincourt Song," with some allusions to national feelings to-day. Above, her Majesty is seen (to the right of the picture) seated among the rapt audience, with the Duchess of Gloucester near her on her right. (Topical.)



MAURICE CHEVALIER SINGING WITH CHARACTERISTIC VERVE DURING THE CONCERT FOR THE TROOPS IN FRANCE—THOUGH A CAP HAS REPLACED THE FAMILIAR STRAW HAT.

hearing M. Maurice Chevalier, in his charming broken English, and Mr. Noel Coward, in his no less disarming broken French, explain themselves and their songs to the audience. This was not the first concert to be broadcast from France, a previous occasion being that when an impromptu entertainment for the troops and by the troops was heard in which anyone who could sing or play on something performed. (Photographs by P.N.A.)



HELPING TO MAINTAIN THE TROOPS' "SPIRIT OF ASSERTIVE CHEERFULNESS": GRACIE FIELDS, AT THE CONCERT SHE GAVE—AGAINST HER DOCTOR'S ORDERS.

concerts in a town in the forward area. With her were Sir Seymour Hicks, Mr. Tom Webster (the cartoonist), Miss Claire Luce, and other stage celebrities. Across the foyer of the cinema where the concert was given was stretched a banner inscribed "Welcome to Gracie from the boys," and on it the "boys" wrote their names in pencil. The banner (not visible in our photograph) is to go to Drury Lane, the H.Q. of N.A.A.F.I. entertainments. (Photographs by P.N.A.)

NAZI PROPAGANDA "STRAFES" ON THE WESTERN FRONT : WAR BY MALE VOICE CHOIR.

GERMAN propaganda efforts to split the Western allies are pursuing much the same course as they did in the last war. Then rumours were assiduously started by German agents in France that England was

Continued below.



A GERMAN PROPAGANDA BROADCAST ON THE WESTERN FRONT—A GOOD ANSWER FOR WHICH HAS BEEN FOUND TO BE A WELL-DIRECTED MACHINE-GUN: THE SPECIAL CAR WITH LOUD-SPEAKERS ON THE ROOF.



A GERMAN INTERPRETER SPEAKING BEFORE THE MICROPHONE IN A BROADCAST FROM A PROPAGANDA CAR.



AN ATTEMPT TO FRATERNISE WITH THE FRENCH: A SQUAD WAVING ACROSS A RIVER—PROBABLY THE RHINE, FOR ON THE RIGHT CAN BE FAINTLY SEEN A PILL-BOX WITH A CUPOLA.



GERMAN PROPAGANDA IN FULL BLAST: A BANNER-SIGN, WITH A STATEMENT WHICH AT ONCE SUGGESTS THE RETORT "LA POLOGNE AUX POLONAIS!"—AND A LOUD-SPEAKER MOUNTED ON A PILE OF STONES.

Continued.

using France as a cat's-paw, that England would demand Calais as a price of her assistance after the war, that England "would only fight to the last Frenchman," and so forth—with what complete lack of success the world knows. The Nazis have a "propaganda kink" as the result of the success of Allied efforts in this line in 1918, to which Hitler pays tribute in "Mein Kampf." With characteristic German obtuseness, they argue that because the ceaseless repetition of Allied propaganda (which largely confined itself to dinging unpleasant truths into the minds of a people already disillusioned by unsatisfactory war aims and the failures of their own leaders) was successful then, Nazi propaganda (based upon a complete structure of lies and self-deceptions, and directed against nations of unshaken morale) must be successful in 1939, if it only keeps on saying the same thing over and over again. Propaganda, however, is an extremely delicate weapon and, clumsily handled, merely injures its user. The absurdities perpetrated by Dr. Goebbels have made him the laughing-stock of the world. The naïve efforts

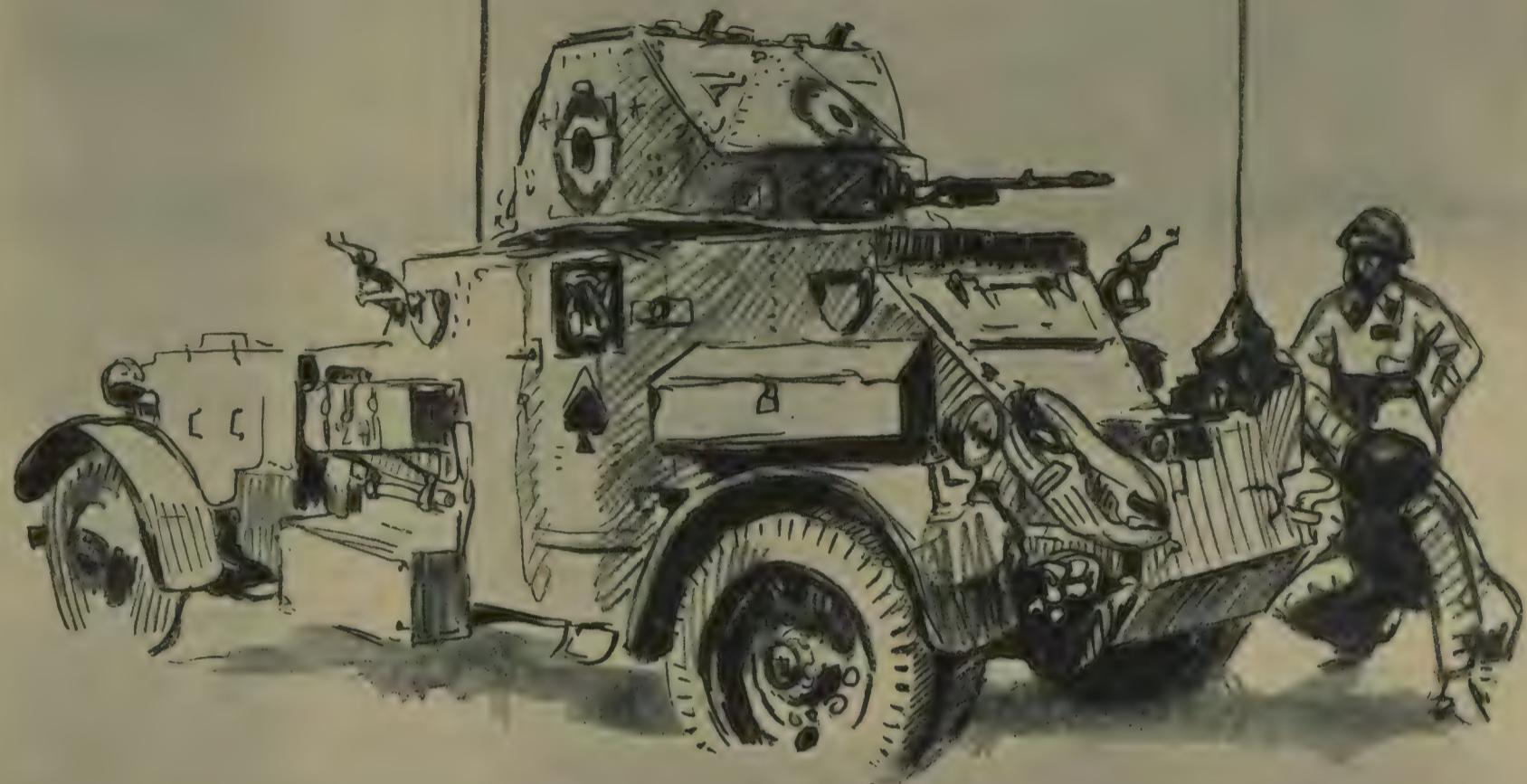


PROPAGANDA BY MALE VOICE CHOIR: A NAÏVE ILLUSTRATION IN A GERMAN PAPER, WITH THE EXPLANATION THAT "THE FRENCH WANTED THE SONG 'ERIKA,' AND THE GERMAN SOLDIERS SATISFIED THEIR WISH FORTHWITH"; WHILE AN OFFICER EXAMINES THE EFFECT UPON THE FRENCH.

illustrated on this page to influence the most quick-witted and critical race in Europe will bring a smile to the lips of our readers. Under one of the photographs the German periodical, from which the photographs come, explains: "The French soldier asks himself what the real reason for his being in the trenches is. The object of this war is completely obscure to him, and so he understands the German soldier perfectly well." Anyone who has lived during the last few years face to face with the mounting Hitler menace in Europe will find the object of this war clear enough!

FRANCE'S MECHANISED ARMY: ARMOURED CAR AND MOTORISED CONVOY.

DRAWINGS BY A. BRENET.



AN ARMoured CAR WITH A ROAD SPEED OF 40-50 M.P.H. FOR RECONNAISSANCE PURPOSES. IT USUALLY MOUNTS A MACHINE-GUN AND A 37-MM. GUN, AND IS EQUIPPED WITH WIRELESS FOR COMMUNICATION WITH HEADQUARTERS AND FIELD RADIO UNITS.



THE TRANSPORT OF TROOPS BY A CONVOY OF MOTOR-LORRIES—ONE OF THE ESSENTIALS OF MODERN WARFARE BEING THE MOBILITY OF LARGE NUMBERS OF MEN. IN THE LAST WAR LORRIES CARRIED MAINLY INFANTRY; TO-DAY THEY ALSO TRANSPORT ARTILLERY, AND EVEN LIGHT TANKS.

The great Napoleon said at St. Helena that human progress expressed itself by the victory won over time and space. Holding this view, then, he would doubtless have been more than favourably impressed by the tremendous advance, thanks to the petrol motor, in the mobility of troops and the war apparatus—at least behind the lines of battle. Nevertheless, the cavalry still retains its position as the mobile arm *par excellence*, though the terrain in which it can be used becomes increasingly restricted. Even here, however, the motor is essential: for transporting the cavalry—horses and men—to the scene of their manœuvres. In the

war of 1914-18 mainly the infantry benefited from motor transport: cavalry, artillery, and equipment following in stages. To-day, however, mechanised transport carries most troops and weapons. Thus small tanks are loaded on lorries for their journeys behind the lines; since a vehicle on wheels travels at much greater speed than those with a caterpillar track. A reconnaissance armoured car, armed with machine-gun and 37-mm. gun, and carrying a crew of three or four—similar, indeed, to the reconnaissance tank seen on the following page, except that it is mounted on wheels and not on a caterpillar—may travel on roads at

(Continued overleaf)

THE FRENCH MECHANISED FORCES: TANKS OF DIVERSE TYPES.

DRAWINGS BY A. BRENET.



FOR DIRECT SUPPORT OF THE INFANTRY IN ATTACK: THE LIGHT TANK, ARMED WITH MACHINE-GUN OR SMALL-CALIBRE GUN.

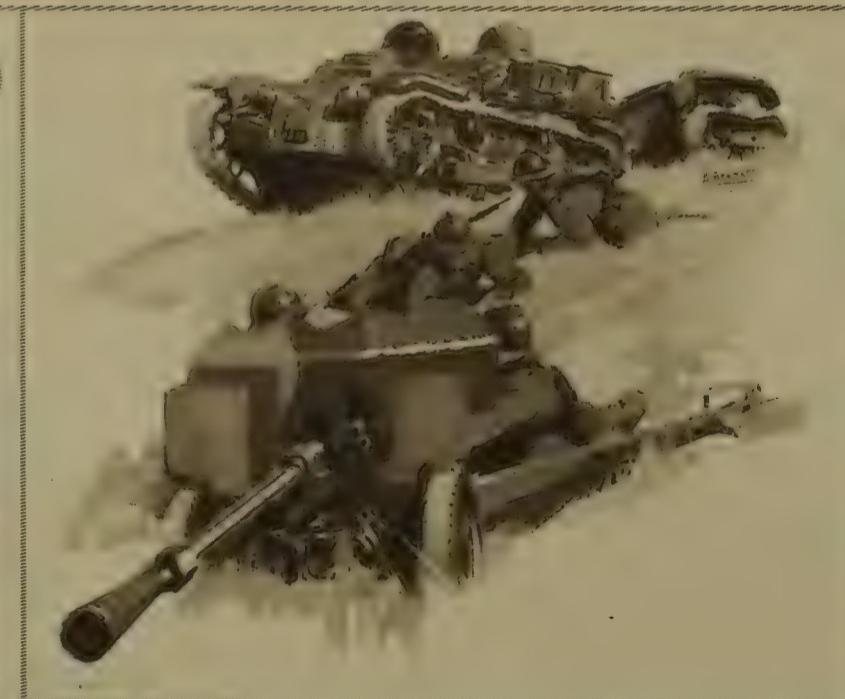
THE FIELD H.Q. OF A RECONNAISSANCE DETACHMENT: A TANK EQUIPPED WITH RADIO TRANSMITTER AND RECEIVER, AND MOTOR-CYCLE DETAILS.



AN INFANTRY ATTACK, ACCOMPANIED BY AN ESCORT OF LIGHT TEN-TON TANKS, WHICH HAVE A SPEED OF SOME 5 M.P.H. A BREACH HAS PREVIOUSLY BEEN MADE FOR THE ATTACK BY "SHOCK" TANKS.



A LIGHT TANK (AUTOMITRAILLEUSE) FOR RECONNAISSANCE, USUALLY ARMED WITH A MACHINE-GUN AND A 37-MM. GUN.



A SUPPLY TANK AND TRAILER (CHENILLETTTE) REPLENISHING AN ANTI-TANK GUN OUTPOST—ALSO USED TO BRING UP AMMUNITION FOR OTHER ARMS.

Continued.

a speed of 40-50 m.p.h.; but for really rough country the caterpillar becomes essential, though reducing the vehicle's speed considerably. The next best solution for travelling over rough country, after a caterpillar, is multiplicity of wheels. These can be observed on the gun-trailer and several of the lorries seen on these pages. Heavy artillery especially—high-velocity guns of 105 mm., 155 mm. and short- and long-barrelled guns of 220 mm.—is carried on multi-wheeled trailers.

Light artillery is similarly carried, but more often it is transported inside the lorries. The motor-cycle and side-car, usually armed with a machine-gun, plays an important rôle in modern mobile warfare. Our readers will remember that almost every photograph of the German advance in Poland contained examples of this type of unit. In that campaign the Germans used the tank largely as an independent arm; but whether that could occur against such defences as the Maginot Line is doubtful.

[Continued opposite.]

FRENCH TANKS IN PEACETIME ARRAY—AND ATTACKING IN BATTLE.

DRAWINGS BY A. BRENÉT.



A CURIOUS BLEND OF PAGEANTRY AND GRIM, MECHANISED EFFICIENCY: A MARCH-PAST OF PART OF A MECHANISED DIVISION OF CAVALRY, CONSISTING OF TANKS AND ARMOURED MOTOR-CYCLES AND SIDE-CARS.



THE MEDIUM-HEAVY TANKS INITIATING AN ATTACK. THESE DESTROY ANTI-TANK GUNS AND ENGAGE ENEMY TANKS; WHILE IN THE SECOND LINE FOLLOW THE "SHOCK" TANKS, AND THEN THE INFANTRY AND THEIR ACCOMPANYING LIGHT TANKS.

Continued.

Forms of war-chariots—the tank's ancestor—have been used in battle since time immemorial; but no matter how well-designed a war-chariot is, whether horse- or motor-drawn, it cannot successfully be manoeuvred over difficult territory. And primarily it is on this point that the tank represents such a revolutionary advance over all previous conceptions of "war-chariots": namely, its ability to traverse rough ground by means of its caterpillar track. The principle of the caterpillar seems to have been first invented by Richard Edgeworth, Maria Edgeworth's father, who took out a patent for it in 1770. But, despite various projected designs, the tank as we know it did not appear in battle until it was

used on the Western Front in 1916. On these pages are to be found drawings of different modern French tanks and other mechanised units, essential for the complex carrying-out of a modern infantry attack. First, the heavy tanks attack; these serve to break down anti-tank batteries, demolish specially organised centres of resistance, and engage enemy tanks. "Shock" tanks follow, whose specific mission is to make the breach for the light supporting tanks which escort the infantry, manoeuvring in direct liaison with the latter. Immense expenditure of ammunition may be necessary for a relatively small advance. Replenishment of this—for infantry arms, for the arms of their accompanying light tanks, and

[Continued overleaf.]

THE FRENCH MECHANISED FORCES: MOTOR TRANSPORT OF MEN, HORSES, AND GUNS.



A FRENCH MOTOR-CYCLE AND SIDE-CAR MOUNTING A MACHINE-GUN: A TYPE OF MOBILE ARM MUCH USED IN THE GERMAN "LIGHTNING WAR" IN POLAND.

(RIGHT.)
TRANSPORTING
A 75-MM. GUN
BEHIND A
LORRY, THE GUN
ITSELF GOING
UPON A SPECIAL
ROAD CARRIAGE
WITH SMALL
RUBBER-TYRED
WHEELS.



MECHANISED ARTILLERY GETTING INTO POSITION, WITH A 75-MM. FIELD-GUN ON PNEUMATIC TYRES; AND A SMALL TRACTOR TANK.



MULTIPLE WHEELS AS AN ALTERNATIVE TO CATERPILLAR TRACKS FOR CROSS-COUNTRY WORK—AND AFFORDING GREATER SPEED: A SIX-WHEEL LORRY FOR TRANSPORTING TROOPS.



THE TYPE OF LIGHT TANK USED IN THE ARMY FOR ACCOMPANYING INFANTRY IN THE ATTACK. DRAWINGS OF THIS AND THE PREVIOUS PAGES.



CAVALRY STILL REMAINS THE MOBILE ARM PAR EXCELLENCE, THOUGH IN A LIMITED FIELD—BUT HORSES AND RIDERS ARE TRANSPORTED BY LORRIES.

Continued.

for the anti-tank guns which will repel hostile tanks counter-attacking—is essential. Ordinary armoured motor-transport is impossible, because of the nature of the ground; the infantry cannot bring up supplies through fire-swept zones; so the small tank for replenishing supplies was created. It is composed of a tractor weighing between 40-50 tons, and a trailer weighing between 50-60 tons. It can climb a slope at an angle of 50 degrees. The infantry-accompanying tank weighs some 8-10 tons, and is armed with a machine-gun or a cannon. A usual fighting

section is composed of three tanks with cannon, to two with machine-guns. There is a crew of two, and the tank can attain a speed of about 5 m.p.h. It can climb at an angle of 45 degrees, break down barbed-wire entanglements, and demolish a wall 15 in. thick. Its armour renders it invulnerable to ordinary infantry fire, though not to that of anti-tank guns. It lends almost indispensable support to the infantry going over the top; these, in their turn, help the tanks by acting against the centres of defence to which tanks are particularly vulnerable.

FRENCH AIR WAR ACHIEVEMENTS: FIGHTERS ATTACKING—AND THE RESULTS.



TWO AGAINST SIX—A FEAT WORTHY OF THE COMPATRIOTS OF D'ARTAGNAN AND Porthos! A REMARKABLE AIR PHOTOGRAPH SHOWING TWO FRENCH FIGHTER MACHINES (RIGHT) BANKING IN ORDER TO ATTACK SIX GERMAN WARPLANES FROM BEHIND.



THE BURNING DÉBRIS OF ONE OF THE NINE MESSERSCHMITT FIGHTERS BROUGHT DOWN IN THE GREAT AIR BATTLE OF NOVEMBER 6.



MANGLED WRECKAGE—ALL THAT REMAINED OF A GERMAN MACHINE SHOT DOWN IN THE BIGGEST AIR BATTLE OF THE WAR.

Recalling gallant sorties by the Three Musketeers against overwhelming odds, the brilliant exploit of the French Air Force on the Western Front on November 6, when nine fighter machines attacked three times their number, bringing down nine enemy aircraft without loss to themselves, is in the real tradition of French valour. Two stages—a midway phase and the end—of this epic battle, waged in a series of individual combats over a wide area between Forbach and Sarreguemines, are, in

part, illustrated by these remarkably interesting pictures. A fact in which the R.A.F. may feel justifiable pride is that the French success was the outcome of a British pilot finding himself far over the line after pursuing a German reconnaissance machine, and then actually joining up with a Messerschmitt formation. The enemy pilots did not recognise the British machine at first, and when they did the pilot was able to escape and led the Germans into the arms of the French. (S. and G.)

NEWS FROM ARMAGEDDON:

TWO IMPORTANT SITES THROW NEW LIGHT ON PALESTINE IN THE SECOND MILLENNIUM, AND REVEAL MEGARA REMINISCENT OF TROY.

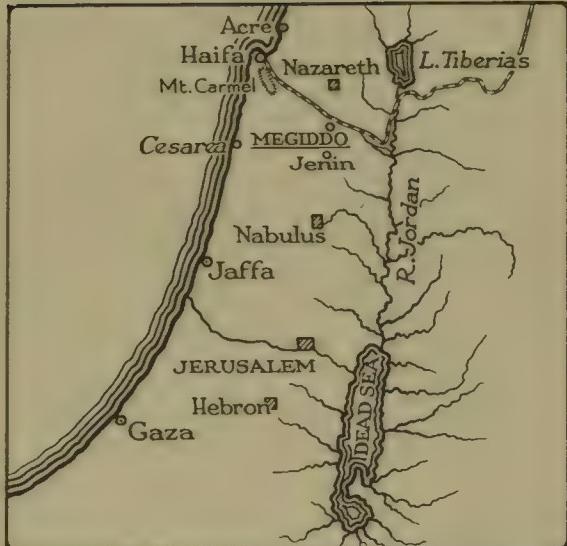
By GORDON LOUD, Field Director of the Megiddo Expedition of the Oriental Institute of the University of Chicago; with Photographs supplied by the Author.
(See Illustrations on the opposite page.)

MEGIDDO, or Armageddon, with its twenty cities already stratigraphically established (see *The Illustrated London News* of Nov. 19, 1938) now yields fresh evidence of its culture throughout the Middle and Late Bronze eras. The investigation of this important Palestinian site, which during its life span of more than 3000 years enjoyed a strategic position over the pass through the Carmel ridge, in which lay the main route between Egypt and Asia, continues under the auspices of the Oriental Institute of the University of Chicago. Ably

suggest the *megara* of Troy II, which precede them by several centuries. Fig. 2 shows them in perspective sketch, while in Fig. 3 they are partially shown in photograph. Each, it will be noted, consists of a single large room preceded by a porch with end walls. In two instances, at least, a small side room opens off the main room. Two well-polished column bases, symmetrically placed in the interior of each building, indicate roof supports, while two flat stones of irregular outline and with upper surface almost flush with the pavement suggest porch columns.

Opposite the entrance from the porch is a dais in central position along the back wall. The better state of preservation of the easternmost is due to the fact that in slightly modified form this building was re-used in Stratum XIV, in which period the other two were all but obliterated to make way for new building.

Although no objects indicative of the nature of these buildings were found therein, it seems fairly certain that they are sacred rather than secular,



1. A SMALL-SCALE MAP OF PALESTINE, SHOWING THE LOCALITY OF MEGIDDO; WHICH COMMANDS THE PASS THROUGH CARMEL ON THE ANCIENT ROUTE BETWEEN EGYPT AND SYRIA.

only further excavation can determine—we may be certain that its existence continued throughout the era of these three buildings, even through Stratum XIV and the re-use of the building behind which it lies. In its present form (Strata XV-XIV) it stands about 2 metres high as a solid masonry structure circular in plan. Its diameter (about 9 metres at the base) decreases as the height increases. Set into its east "face" is a flight of steps, at the base of which were found quantities of animal bones scattered among the débris. It is interesting to note that this altar lies directly below the Eastern Temple (see *The Illustrated London News* of June 20, 1936) which was constructed some 300 years after our circular altar fell into disuse.

The ceramic content of Stratum XV is prolific and varied. Red burnished wheel-made and well-fired buff hand-made wares, the latter with envelope ledge-handles



TRACES OF THREE BUILDINGS OF "MEGARON" TYPE, REMINISCENT OF THOSE OF TROY II., FOUND AT MEGIDDO: A VIEW FACING SOUTH-EAST (FIG. 2); WITH A PERSPECTIVE SKETCH (FIG. 3) ABOVE IT OF THE SAME SITE; SHOWING THE CIRCULAR ALTAR, WHICH IS SEEN IN FULLER DETAIL ON THE RIGHT (FIG. 4).

The stepped sacrificial altar, of which a clear view of the completed excavation is given in Fig. 4 (right), was illustrated, when partially excavated, in our issue of November 19, 1938. It is included in the background of the perspective sketch made during last season's work reproduced above (Fig. 2), showing three buildings of "megaron" type of the twentieth century B.C. In the photograph reproduced in Fig. 3 a partial view, facing south-east, is given of the three buildings and the altar.

assisting in the work of the 1938-39 season were Mr. and Mrs. Charles B. Altman, Mrs. Loud, Mr. R. B. Parker, Mr. G. D. Pope, Junr., and Mr. Geoffrey M. Shipton.

The most recent excavation was concentrated in two areas which when themselves connected will provide a continuous connection between the area

especially in view of their connection with the circular structure (Fig. 4) which almost beyond doubt appears to be a



5. WHERE THE INHABITANTS OF THE BIBLICAL MEGIDDO MADE THEIR MORNING ABLUTIONS—RECALLING SIMILAR CONTEMPORANEOUS STONE WATER RECEP'TACLES OF THE HOMERIC AGE AT TIRYNS: ABLUTION VESSELS IN A CORNER OF THE COURT OF A BUILDING AT THE NORTH EDGE OF THE MOUND EAST OF THE CITY GATE.

A considerably larger area, 50 metres in width, extends westward from the completed east area into the great north-south trench made by Schumacher when in 1903-05 he undertook the first archaeological investigation of

sacrificial altar of unique form. When but partially excavated it was attributed to Stratum XVII (see *The Illustrated London News* of Nov. 19, 1938). Now, however, while its inception may have been in Stratum XVII—a fact which

and eye-handles, are typical Middle Bronze I forms. Platters with pushed-up ledge-handles, large pithoi, string-cut bowls, and hole-mouth jars, all characteristic of Early Bronze, reflect a certain transition from Early Bronze to Middle Bronze I. The Middle Bronze I forms, however, are predominant.

The new material from Strata XIV-IX augments and corroborates previous evidence from other sections of the mound. Stratum XIV (1850-1800), in which red burnished wares continue abundant, contains two closely overlapping, extremely fragmentary building periods, at present indistinguishable ceramicly from each other. Stratum XIII (1800-1750), in which the architectural remains are more defined, likewise gives evidence of rebuilding within its span. At this point the red burnished wares so typical of Strata XV-XIV die out as Hyksos forms creep in. Strata XII-X are all clearly defined architecturally, and with their objects and pottery, most of which are associated with burials, present a perfect co-ordination with the Hyksos levels already established elsewhere on the mound. Strata XII and XI prove to be the two periods of Schumacher's third level of his "Nordburg."

No dependable complete stratification can be placed upon the levels of this area overlying Stratum X, for the Solomonic stables (Stratum IV), part of which were located here, were so deeply inserted below their own level that the first structures encountered below them belong at the latest to Stratum VIIB and at the earliest to Stratum IX.

NEWS FROM ARMAGEDDON:
EVERYDAY THINGS OF THE SECOND MILLENNIUM B.C.
—AND A MAGIC WAND.



A PHOTOGRAPH (FIG. 7) AND DRAWING (FIG. 8) OF A FRAGMENT OF A CARVED IVORY RING, SLIGHTLY ENLARGED, PICTURING ANIMALS IN COMBAT.



A PHOTOGRAPH (FIG. 9) AND DRAWING (FIG. 10) OF THE FACE OF A DARK GREEN JASPER SCARAB (ENLARGED), DEPICTING A ROYAL STAG HUNT.



6. A BRONZE SHOVEL OF ABOUT 1300 B.C.; UNIQUE IN PALESTINE, BUT WITH CYPRIOSE AFFINITIES.

11, 12, AND 13. AN UNUSUAL SCARAB (ENLARGED), WITH ITS BACK CUT AS A HEDGEHOG (LEFT AND RIGHT), FOUND IN STRATUM XII (1750-1700 B.C.).



14. A BRONZE PIN (1900 B.C.), SURMOUNTED BY A STANDING ANIMAL; AND RESEMBLING A PIN OF 3000 B.C.



15. AN ALABASTER JUG OF GREAT BEAUTY AND OVER 3000 YEARS OLD; FOUND IN A STRATUM IX BURIAL (c. 1500 B.C.) AT MEGIDDO. (WITH CENTIMETRE RULE.)



16. A DUCK-SHAPED JAR FOUND DURING THE EXCAVATIONS AT MEGIDDO: A MOST UNUSUAL PIECE OF BLACK AND GREY WARE, WITH INCISED FEET AND WINGS, THE LATTER BEING FILLED WITH WHITE INLAY; FROM STRATUM XII (1750-1700 B.C.). (LENGTH, 16 CM.)



17 AND 18. A FRAGMENT OF AN IVORY "MAGIC WAND" (FRONT AND BACK VIEWS)—A THING PROBABLY UNIQUE IN PALESTINIAN ARCHAEOLOGY, BUT FOR ONE OTHER SMALLER FRAGMENT, THOUGH WELL KNOWN IN EGYPT, ESPECIALLY DURING THE MIDDLE KINGDOM; FOUND IN STRATUM VII (1350-1150 B.C.).

As the Megiddo Expedition of the Oriental Institute of the University of Chicago probes deeper and deeper into the piled ruins of this important Palestinian site—as fertile in discoveries as Troy—the long history of the biblical Armageddon becomes gradually unfolded—a highly interesting process which will doubtless have been closely followed by our readers through the successive accounts and photographs of the work of the Expedition published during recent years in our pages. In the report of the last season's activities given opposite, the Field Director,

Mr. Gordon Loud, supplies details of the fresh evidence brought to light of the city's culture throughout the Middle and Late Bronze eras. For example, the fragment of a carved ivory ring illustrated in Figs. 7 and 8 above is dated 500 years earlier than the magnificent royal collection of carved ivories previously found at Megiddo and illustrated on three pages of our issue for October 23, 1937; while the scarab (Figs. 9 and 10), with its beautifully composed and executed scene, dates from 1500-1300 B.C., and was recovered from Strata VIII-VII.

"GUNS, NOT BUTTER"—FROM FREDERICK THE GREAT TO HITLER.

"THE GERMAN ARMY": By HERBERT ROSINSKI.*

An Appreciation by SIR JOHN SQUIRE.

HERR HERBERT ROSINSKI is a refugee in this country. But the book by him (written before the war broke out) which is now published is neither a polemical nor a mainly topical work. It is a survey, as dispassionate as he can make it, of the history of the German (essentially Prussian) Army since the time of Frederick the Great. Its achievements in the field are mentioned, but do not loom large. Attention is mainly devoted to its organisation, its social and political relations, and the military theories in the illustration of which it has been used.

Frederick did not make the Prussian Army, with its caste basis, and its Spartan sense of duty and discipline. But he cast the magic of his success over it—and is still its patron saint and a prime example both of the principle of aggression and the practice of "guns, not butter."

We pass from him to the Great War, with easy summaries of the great reforms of Scharnhorst and the theories of Clausewitz, and frequent illuminations of the shifting surface of the German mind. There is an instructive chapter on the war, and then two on "The Reichswehr and the Republic" and "The Reichswehr and the Nazis," which usefully supplement everything which has been written on German history since 1918. Light is thrown on much that has been puzzling. In particular, it is explained just how the Army conspired to put Hitler into power, not as a mere intrigue, but from sincerely patriotic motives, as conceivable to the Army's narrow mind, while the characters of the chief actors stand clearly forth. It was, we are told, the Army who broke Roehm; and it is suggested that Hitler, whose hand was forced, has never forgiven the Army chiefs. Whether, when the time comes, the Army will break Hitler is a matter for conjecture. The tradition of the Army is immensely strong, with great virtues as well as defects—as was proved in the collapse of 1918-19, when the old officer-spirit brought order out of chaos and protected the infant Republic. Once more it is made plain that the Weimar Republic broke down simply because of its own weakness, which derived from the factiousness and inexperience of a politically uneducated and badly led people.

Herr Rosinski gives little encouragement to those who think that the German Army of to-day is notably inferior either in efficiency, equipment or morale to that of 1914. A shortage of trained officers and N.C.O.s there must be. In April 1933 the official strength of the Army was 100,000 men; when conscription was proclaimed in 1935 its strength was fixed at thirty-six divisions, roughly 600,000 men; by the end of 1938 it included fifty-one divisions, "with a total strength of approximately two million men and a yearly class of recruits of well over five hundred thousand." There has been no shortage of boys wanting to become officers "in a country where the soldier is daily extolled, while the intellectual is persistently held up to ridicule," but "six years of Nazi rule have so depressed the intellectual level even of the high schools that the military authorities are at their wits' end where to find the necessary number of acceptable candidates, even with such a large mass to choose from." In spite of promises of

"a people's Army," the class-division is still rigid. It is no longer essential that an officer must be of noble birth; but during the Great War only a few score of promotions from the ranks were made, and movement in that direction has not yet been large. But Herr Rosinski has no comfort for those who think that the main body of the German Army must be riddled with discontent.

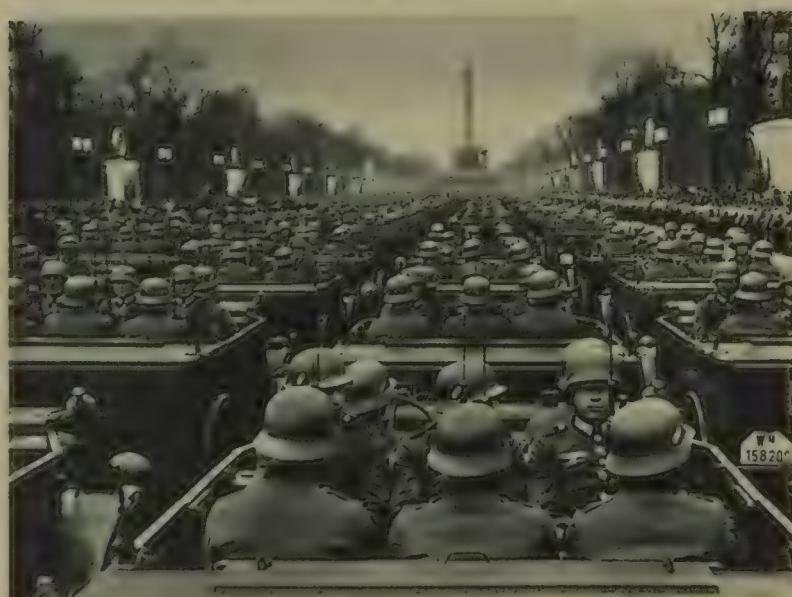
"Owing," he says, "to universal conscription, the Army inevitably contains a number of elements opposed to the régime, but its morale is less affected thereby than one might expect. The young men now called to the colours have not, like their elders, known any other form of public life than the Third Reich, and through their most impressionable years have been subjected to the constant propaganda and moral pressure of the Nazi régime, particularly the Hitler Youth. Although there exists considerable discontent amongst the younger generation,

this is directed, not so much against the régime itself, which is no longer questioned, but against particularly unpleasant aspects of it—for instance, the harsh treatment of youngsters in the labour camps; after a labour camp, military service, with all its hardships, appears more like an exciting adventure. The great care devoted to the improvement of the relationship between the officer and his men in the Reichswehr has been taken over into the new army, and the material welfare of the men greatly improved in every respect. Gone are the old, cheerless

barracks, with their dreary, red-brick walls. The new quarters, which have risen during the last years, are cheery, pleasant buildings, whitewashed and gaily painted with military scenes and the portraits of famous soldiers. Reading-rooms, furnished in the style of a wood-panelled country inn, are established, and the light and airy living quarters, with their running hot and cold water, are far beyond what most of the soldiers are accustomed to at home, particularly in the case of special arms, such as the Air Force or the tank units. The food is excellent and much superior, both in quality and quantity, even to that of highly paid workers in the heavy industries. . . . In these circumstances, it is not astonishing that foreign observers should frequently be struck by the high, though somewhat boyish, spirits displayed by the troops on manoeuvres. Nor should the initiative and resourcefulness of the German soldier be under-rated because of outward strictness in the discipline to which he is being subjected. This is particularly true of the infantry."

The marching, we are told, is astonishing; the authorities have not leant too far in the direction of motorisation. There are carts to carry knapsacks during the march and "more than half the horses still in use belong to the Army." "The German artillery, in numbers and equipment, to-day is incomparably stronger than it was in the old Imperial Army. Its armament has been completely revolutionised during the last years; it is the only army in the world which has adopted a light howitzer instead of a gun as its main weapon in the belief that the howitzer, although somewhat shorter in range, is infinitely superior to the gun in dealing with an enemy behind cover, and in itself making use of cover." The marksmanship is of a high standard, as is also the observation work and the anti-aircraft gunnery. The tanks

[Continued on page 804.]



THE MOTORISED ASPECT OF THE GERMAN ARMY—MOTORIZAION HAVING PLAYED A LARGE PART IN THE POLISH CAMPAIGN: INFANTRY UNITS IN THEIR ARMOURED CARS DRAWN UP IN THE OST-WEST ACHSE, BERLIN. (Wide World.)



A GERMAN METHOD OF HINDERING AN ENEMY ADVANCE—USING "TREE-MINES" AS WELL AS ROAD-MINES: THE LATTER (RIGHT), ON HINGED BOARDS WHICH SHUT AND EXPLODE WHEN A VEHICLE PASSES OVER THEM, ARE CONCEALED JUST BEHIND THE ROAD SURFACE, AND ARE OFTEN CONNECTED WITH THE TREE-MINES, WHICH BRING TREES CRASHING DOWN ACROSS CLEARINGS. (Fox Photos.)



INSERTING THE BOMB INTO A GERMAN MORTAR—A WEAPON KNOWN BETWEEN 1914-18 AS A "TRENCH-MORTAR." MORTARS ARE USED WHEN PROXIMITY TO THE ENEMY OF NOT MORE THAN A FEW HUNDRED YARDS HAS BEEN ESTABLISHED. (Central Press.)



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THE WORLD OF SCIENCE.

PARACHUTES IN WAR.
By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THE transport of an army through the air is one of the latest achievements of military science. And this fact has added not a little to the terrors of war. For it has now become possible to carry death and destruction far beyond the fighting lines; hence the strenuous efforts made a few short weeks ago to remove our children to zones of relative safety.

The day when, years ago, Blériot flew across the Channel, the whole world hailed the feat as a "triumph of mind over matter," a convincing proof of man's superiority over the "beasts that perish." Blériot's "infant prodigy" has now attained to its full stature—perhaps! But at any rate it is a fearsome thing. For though innocent in itself, it has to execute the will of its master. And that will is by no means always beneficent!

The latest development of this aerial warfare is about to be displayed. My newspaper informed me, at the very end of October last, that our army at the front has now to keep a careful look-out for small parties of men dropping from German aircraft by parachute, to strike at limited objectives of strategic importance, or ammunition dumps! It has not yet, I believe, been tested in warfare between evenly matched antagonists. Russia, it seems, was the first to make experiments of this kind during manoeuvres; and the Germans exploited the plan in Poland, where bridges and ammunition-dumps were destroyed far in advance of the German vanguard. It could be, it is pointed out, a source of embarrassment in wrecking lines of communication, and might even endanger the lives of the general headquarters staff, though it would hardly have a decisively adverse effect on the course of the war. To be forewarned is to be forearmed.

Man has always been searching for fresh fields of conquest, and has always regarded the birds of the air with envy. The first recorded attempt to fly was associated with disaster. For many of my readers will probably remember the old story of Dædalus, who formed the Cretan labyrinth, and invented the saw, axe, and gimlet, and made for himself wings, by means of which he flew from Crete across the Archipelago, accompanied by Icarus, his son. Dædalus landed safely, but the sun melted the wax with which the wings of Icarus were fastened on, and the poor youth fell into the sea, which was thereafter known as the Icarian.

There have been other, less mythical, attempts on the part of man to fly with wings fastened to the arms, but all failed. What started the attempt to devise mechanical means, ending with the aeroplane? It would seem that inspiration started with a more or less intensive study of flight as seen in bats, and birds, insects and, apparently most helpful of all, of "wing-borne" seeds, as, for example, in *Zonura macrocarpa* (Fig. 1), from Java, which is seven inches across the wings. It is said to have been the model on which

the Austrian Etterich fashioned his "Taube," or "Steel-Dove" monoplane, so successfully used by Germany in the early days of the Great War.

all-important necessity of distributing their seeds, which are borne on the wind, often to great distances, before they settle down.

Some of the most perfect examples of this kind are furnished by our much-despised wayside weeds, like the goat's-beard (Fig. 3) and dandelion, the really beautiful flowers of which are succeeded by the well-known "pappus," or seed-head, forming as it were a ball of silken hairs of great beauty and delicacy. These "hairs" are set in a circle mounted on a long, slender stalk, a continuation of the oat-shaped seed. But the seed-head of the goat's-beard is much larger and more beautiful than that of the dandelion. In both the ball is dispersed by the wind when the seed is fully ripe. The wild clematis displays another, and very different, mode of seed-dispersal, which takes the form of a very long, slender plume of hairs carrying a relatively large seed.

There are many variants on this form of

parachute. That of the thistles furnishes an example of what we must suppose was the type from which the goat's-beard and dandelion started. Herein the feathery plume starts immediately from the apex of the seed, instead of from the tip of a slender stalk. But it is probably quite as efficient. What, then, was the inciting agency which started the stalk? Quite different, again, are the plumed seeds of the plane-tree, wherein the plume turns downwards, like that of the Guardsman's helmet, so as to surround and partly conceal the seed. I have never studied the release and fate of these seeds,

FIG. 1. SAID TO HAVE BEEN THE MODEL ON WHICH ETTERICH, THE AUSTRIAN, FASHIONED HIS "TAUBE," OR "STEEL-DOVE" MONOPLANE, USED BY GERMANY IN THE EARLY PART OF THE GREAT WAR: THE WIND-BORNE SEED *Zonura Macrocarpa*, A JAVANESE CLIMBING-PLANT, MEASURING 7 IN. ACROSS.

In Nature's "air-craft" parachutes and "gliders" play an important part, and present a wonderful range of variation both in size and form. All have come into being as agencies for the all-important necessity of distributing their seeds, which are borne on the wind, often to great distances, before they settle down.

Photograph by Harold Bastin.

In Nature's "air-craft," parachutes and "gliders" play an important part, and present a wonderful range of variation, both in size and form. All have come into being as agencies for the

FIG. 3. AN EXQUISITE EXAMPLE OF NATURE'S ARTISTRY, WITH "HAIRS" SET IN A CIRCLE MOUNTED ON A LONG, SLENDER STALK, A CONTINUATION OF THE OAT-SHAPED SEED: THE COMPLETE SEED-HEAD OF THE GOAT'S-BEARD, AWAITING A BREEZE STRONG ENOUGH TO DETACH, AND DISPERSE, THE CLUSTER OF "PARACHUTES".

Copyright Photograph by W. G. Kennings-Kilbourn.

but I should imagine that, as "parachutes," they are far less efficient than those of the species just described.

Of a totally different character are the seeds of the Norway maple and the sycamore (Fig. 4), which are of the type seen in *Zonura*, except that they have the form of a pair of broad, flat blades, recalling the wings of an aeroplane, before they finally divide into two portions where the bases of the seeds meet in the middle line. These seeds, however, are to be regarded as Nature's "gliders" and not as "parachutes." But though, when caught by the wind, they may be carried to a considerable distance from the parent tree, their range of travel is insignificant compared with the plumed seeds of the parachute type. Man-made "gliders," or "gliding-planes," have now reached to a surprising range of efficiency, which is probably not yet exhausted. I wonder whether they were inspired by the "gliders" of the sycamore?

The long, wooden-looking "keys," shaped like a cricket-bat, which hang in bunches from the ash-tree, are even less efficient than the "planes" of the sycamore. But before we can fairly judge of this measure of efficiency, we must await careful observations made upon these trees at seeding-time. Here is a piece of "nature-study" which, so far as I know, has never been undertaken. And a similar series of observations might well be made of the distances travelled by the seed-plumes of the parachute type, such as the dandelion, goat's-beard, and thistle.

FIG. 4. TO BE REGARDED AS NATURE'S "GLIDERS," AND NOT AS "PARACHUTES": THE SEEDS OF THE NORWAY MAPLE (TOP), SYCAMORE (CENTRE), FIELD MAPLE (BOTTOM; LEFT), AND ASH (BOTTOM; RIGHT). In the maple and sycamore the seeds are attached to the stalk in pairs, and break apart in falling. They are of the type seen in Fig. 1, except that they have the form of a pair of broad, flat blades, recalling the wings of an aeroplane, before they finally divide into two portions where the bases of the seeds meet in the middle-line. When caught by the wind, they may be carried to a considerable distance. (Photo. Harold Bastin.)



FIG. 2. THE DESCENDING "PARACHUTE" SEEDS OF THE GOAT'S-BEARD. THE SEED GIVES RISE TO A LONG, SLENDER STALK, BEARING A FEATHERY PLUME RESEMBLING AN INVERTED UMBRELLA, WHICH CARRIES ITS PRECIOUS BURDEN OVER LONG DISTANCES.

Some of the most perfect examples of Nature's "air-craft" are furnished by our much despised wayside weeds, such as the goat's-beard, and dandelion, the beautiful flowers of which are succeeded by the well-known "pappus" or seed-head, forming as it were a ball of silken hairs of great beauty and delicacy.

Copyright Photograph by W. G. Kennings-Kilbourn.



FIG. 4. TO BE REGARDED AS NATURE'S "GLIDERS," AND NOT AS "PARACHUTES": THE SEEDS OF THE NORWAY MAPLE (TOP), SYCAMORE (CENTRE), FIELD MAPLE (BOTTOM; LEFT), AND ASH (BOTTOM; RIGHT). In the maple and sycamore the seeds are attached to the stalk in pairs, and break apart in falling. They are of the type seen in Fig. 1, except that they have the form of a pair of broad, flat blades, recalling the wings of an aeroplane, before they finally divide into two portions where the bases of the seeds meet in the middle-line. When caught by the wind, they may be carried to a considerable distance. (Photo. Harold Bastin.)



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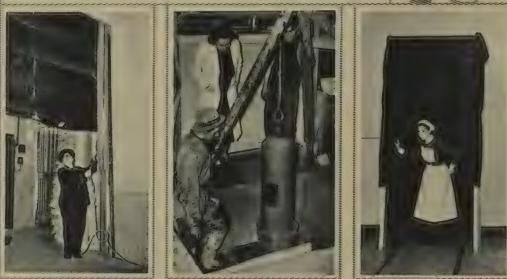
A SURGICAL WARD IN THE NEW WESTMINSTER HOSPITAL. BEDLAMPS: PATIENTS WITH EVERY COMFORT, INCLUDING HEADPHONES, BOOKS, AND GAMES. (*L.N.A.*)



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THE HOSPITAL IN WARTIME: (LEFT) THE GROUND FLOOR AND ENTRANCE SANBAGGED; (RIGHT) BUILDING THE PROTECTIVE "WALL" (*S. and G., and Fox*)



THE HOSPITAL'S A.R.P.: (LEFT) LOWERING A GAS-PROOF CURTAIN; (CENTRE) SINKING THE RADIUM WELL; AND (RIGHT) CLOSING A GAS-PROOF WARD. (*Evening News* and *Topical*)



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HOME" IN
THE OUT-
PATIENTS'
DEPARTMENT
IN THE
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(*L.N.A.*)



LUDO AS A PLEASANT PASTIME IN THE SURGICAL WARD: A CHILD PATIENT ADOPTS A NEW "UNCLE." (*L.N.A.*)

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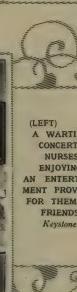


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(*Keystone*)



PREPARING FOR AIR-RAID CASUALTIES: NURSES MAKING READY SURGICAL DRESSINGS; AND (INSET) A NURSE BUSY WITH A SEWING MACHINE. (*S. and G.*)



A FEEDING-BOTTLE BRONIDESSING ALL THAT IS BEST IN HOSPITAL TREATMENT TO THIS YOUNG PATIENT! (*L.N.A.*)



A GUARDSMAN VISITS HIS BABY AT THE HOSPITAL AND RECEIVES THE REPORT "ALL QUIET." (*S. and G.*)



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J. Edward Docker Chairman.

THE CHRONICLE OF THE CAR.

CONTINUING my investigation of the attitude of some of the leading motor firms towards car-production in wartime, I am now able to pass on some interesting information about Wolseley Motors

Although it is intended to keep all Wolseley models in production—so long as it is possible to obtain supplies of the necessary materials—it is only natural that the smaller horse-power classes should attract the most interest at the present time. The Wolseley "Ten," of course, has a peculiar appeal for people who have been used to running large, expensive cars,

because it is one of the very few light cars designed, built and finished to an ideal, as distinct from a price. It has an extraordinarily good performance—although the petrol ration rather prevents this from being used to the full nowadays—and a very low fuel consumption. The fact that it is rated at only

abandoned, but merely held over until peace is declared. Details of the car that give some clues as to its character are a four-cylinder engine rated at 8·05 h.p., a four-speed gear-box, four-door saloon body, Lockheed hydraulic brakes, a maximum speed of well over 60 m.p.h., and a fuel consumption, driven fast, of 40 miles or so to the gallon.

I am very glad to hear that the British Road Federation have decided to carry on their fine work of safeguarding the interests of road-users in the matter of road development and maintenance. At a recent emergency meeting held at the R.A.C., Mr. F. G. Bristow, C.B.E., agreed to act as honorary secretary. The idea is that the Federation shall continue its activities dealing with issues that concern the welfare of all sections of the road transport industry and its subsidiary interests—the B.R.F. represents sixty-one independent national organisations—in accordance with the past policy of the Federation. It is also intended that a close watch be kept with regard to its policy concerning better roads, in order that it may continue to press for road improvements whenever it is deemed fit and practical to do so.



IN PART-FULFILMENT OF ORDERS FOR 34 DOUBLE-DECK AND 11 SINGLE-DECK DAIMLER BUSES: THREE OF THE DAIMLER C.O.G.6 DOUBLE-DECK BUSES, RECENTLY SHIPPED TO THE DURBAN CORPORATION, SOUTH AFRICA.

A large amount of publicity has been given since war broke out on the subject of the desirability of maintaining Britain's export business, and the Daimler Company are resolved to sustain their intensive activities in this direction. The handsome and workmanlike-looking motor-buses in the above photograph were shipped by the Company a short time ago to the Durban Corporation, South Africa, in part-fulfilment of a large order.

in this connection. The major part of the Wolseley works, of course, is fully occupied with work of importance, but I understand that this does not prevent the firm from meeting the comparatively small demand for new cars that still exists. This demand, incidentally, not only exists, but is actually increasing steadily, and the Wolseley people are of the opinion that the new headlamp mask has something to do with this. The mask has certainly taken all the terror out of black-out driving, and gives an entirely adequate light at speeds up to 30 m.p.h. It only needs the Government to raise the amount of the petrol rationing unit and to grant a suspension of the increase in the horse-power tax from fifteen shillings to twenty-five shillings, due next January, for the motor industry to receive a fillip that would be of national value.

10 h.p. is an obvious attraction in view of the additional ten shillings in the horse-power tax.

Had it not been for the war, the Wolseley "Ten" would now have a young brother in production in the "Eight," which was all ready for announcement when Hitler intervened. This car was planned on the same luxurious lines as the "Ten," and from all accounts was going to be one of the most intriguing cars on the British market. Its production, of course, has not been



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THE PLAYHOUSES.

"BLACK VELVET," AT THE HIPPODROME.
BLACK VELVET," alcoholically speaking, is a mixture of champagne and stout. The first is exhilarating, and the other, nursing mothers tell us, is nourishing. Mr. George Black's latest production comes under the "mild and bitter" class. Mr. Vic Oliver, who rests a shoe on the footlights as if they were the brass rail of a saloon-bar, gets a nice contact with his audience. His suggestion that there is a better show now showing at Mr. George Black's Palladium causes no anxiety at his own box-office. However better the family opposition may be, the Leicester Square entertainment is good enough for most of us. Quite easily the "old timer," Miss Alice Lloyd runs away with the show. She makes only one appearance, in the Café Royal, 1900, scena. Her splendid contempt for the microphones that stud the stage reminds one of those great days when a music-hall artist depended solely on her own voice to reach the ears of the boy who sat at the back of the gallery. Miss Alice makes one feel glad to be one of the "Ruins that Cromwell Knocked About a Bit," as her sister, Marie, once sang. A newcomer, Miss Pat Kirkwood, displays a great deal of talent. She can sing a Cole Porter sophisticated number as if she were Frances Day, yet give a perfect impression of Vesta Tilley.

"SALOON BAR," AT WYNDHAM'S.

The scene of this play is one of those pubs at the back of Shaftesbury Avenue. Almost, in its way, a village "local." First-nighters who can't fight their way into the theatre-bar wander in now and again. But no other white-tied West Ender knows them. Here is a ruby plush setting, where you can rest your foot on a brass rail; call for a mild-and-bitter; and have a quiet chat with a lady who is not, at that moment, commercialising her virtue. Mr. Michael Relph, the scenic designer, must have drunk many a dry ginger getting his atmosphere right. Mr. Richard Bird has so brilliantly produced the play that if a Piccadilly taxi-driver were invited on the stage he'd probably ask for a glass of "the usual," without appreciating he had an audience the other side of the footlights. Plot doesn't matter a lot: Scotland Yard surely doesn't distribute the numbers of stolen ten-shilling notes to local pubs! Which is the whole point of the story. It is the characterisation that makes this a comedy you might like to see

twice. Mr. Mervyn Johns is deliciously mellow as the customer who, from opening to "Time, gentlemen, please!" says little more than "Same again, Miss." Miss Anna Konstam and Mr. John Franklyn are a barmaid and potman that those of us who have a snack in our luncheon hour have seen many a time. Mr. Gordon Harker is the star. But he has such clever support one feels he would hate to be singled out for praise.

BOOKS OF THE DAY.—(Continued from page 772.)

world: I was a mourner for lovely things broken, for prosperity destroyed, thrown out with other Adams from a garden of comfort and ease to watch raw hands digging the foundations of a new and doubtful Paradise. 'The Habsburg Empire,' said a wit, 'was like a beautiful old vase, whose value no one appreciated until it fell and broke into a thousand pieces.'

Sir Thomas is very critical of Britain's policy towards Greece, and the failure to bring that country into the war on the side of the Allies. "The real importance of Athens, and of the Greek army," he declares, "was not at first appreciated, except perhaps by Mr. Winston Churchill. Clearly, if he could have got his way, and attacked the Dardanelles in 1914 in sufficient force, with or without the Greeks, all would have been well. . . . What the pragmatic aim of our treatment of Greece was I have never been able to grasp. King Constantine made us, in all, five offers of co-operation, and we refused every one. . . . If we ask for the reason of the world's fall from grace and from the standards of common sense we shall find it in the exhaustion of an over-prolonged war. Had the struggle ended in 1915, as it ought to have done, how much more rapid would have been the process of general recovery! The Balkans was the fatal leak. . . . The little sea-surrounded land of Greece stood in a key position, and might have been made the instrument of salvation."

The splendid part that is being played by the R.A.F. in the present war is sure to increase the demand for two books on aviation, military and civil. One bears the title—"THE AIR IS THE FUTURE CAREER." By "H. W." With Preface by Lord Trenchard, Marshal of the Royal Air Force, and 11 Illustrations (Hutchinson; 6s.). This is a

book for the rising generation, and the author has kept in view the needs of his own two sons, who hope to join the Air Force. "Its aim," he writes, "is to give as complete a picture as a few pages will allow, of the life of the R.A.F.; at home and abroad; at work and at play; in the past, in the present, and in the near future. . . . I have made no attempt to write what is popularly called a boy's book, which all too often ends in being a child's book. Nor have I tried to write down to these young people. Rather have I sought to give them, as briefly and clearly as I am able, some of the facts and a few true stories."

The other book that will fascinate air-minded youth, as well as the general reader, is "GREAT FLIGHTS." By E. Colston Shepherd, Editor of *The Aeroplane* and formerly Aeronautical Correspondent of *The Times*. With 16 Plates (A. and C. Black; 7s. 6d.). This is a good popular account of outstanding air adventures since flying began. The book is one of a series called Epics of the Twentieth Century, to which also belongs another stirring volume—"POLAR EXPLORATION." By Andrew Croft. With 8 Plates and 8 Maps (Black; 7s. 6d.).

THE GERMAN ARMY.—(Continued from page 796.)

have been freed from subjection to "the foot-slogger's pace," and have been massed in five armoured divisions "which are intended to break through by sheer mass and speed at the decisive spot on the enemy's front."

But the thinking is not what it was. There is confusion between believers in envelopment (who still dream of full strategic mobility), believers in the frontal break-through, and believers in Blitzkrieg, or lightning war; and above all, there is no clear military authority. Writing, remember, before this war broke out, Herr Rosinski says: "Under the new form of 'extended strategy,' it is obvious that the direction of the whole must lie in the hands of the political leader, and it is very doubtful whether considerations of a purely military character will be allowed to play in his counsels a rôle corresponding to their real importance. In the 'Leader-General' of the Third Reich the German Army may well find the prophet who sends it to Armageddon." That has he done; we still don't know what his General Staff think about it.

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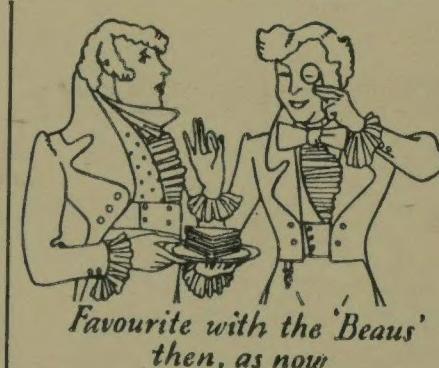
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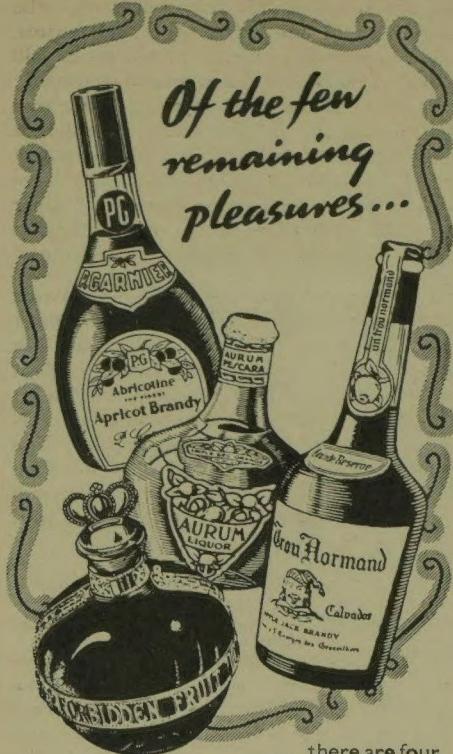
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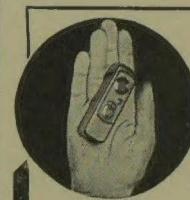
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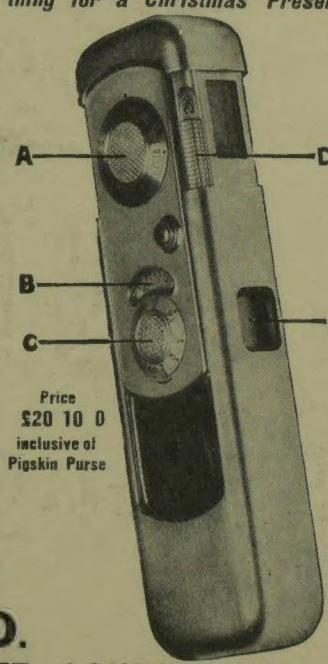
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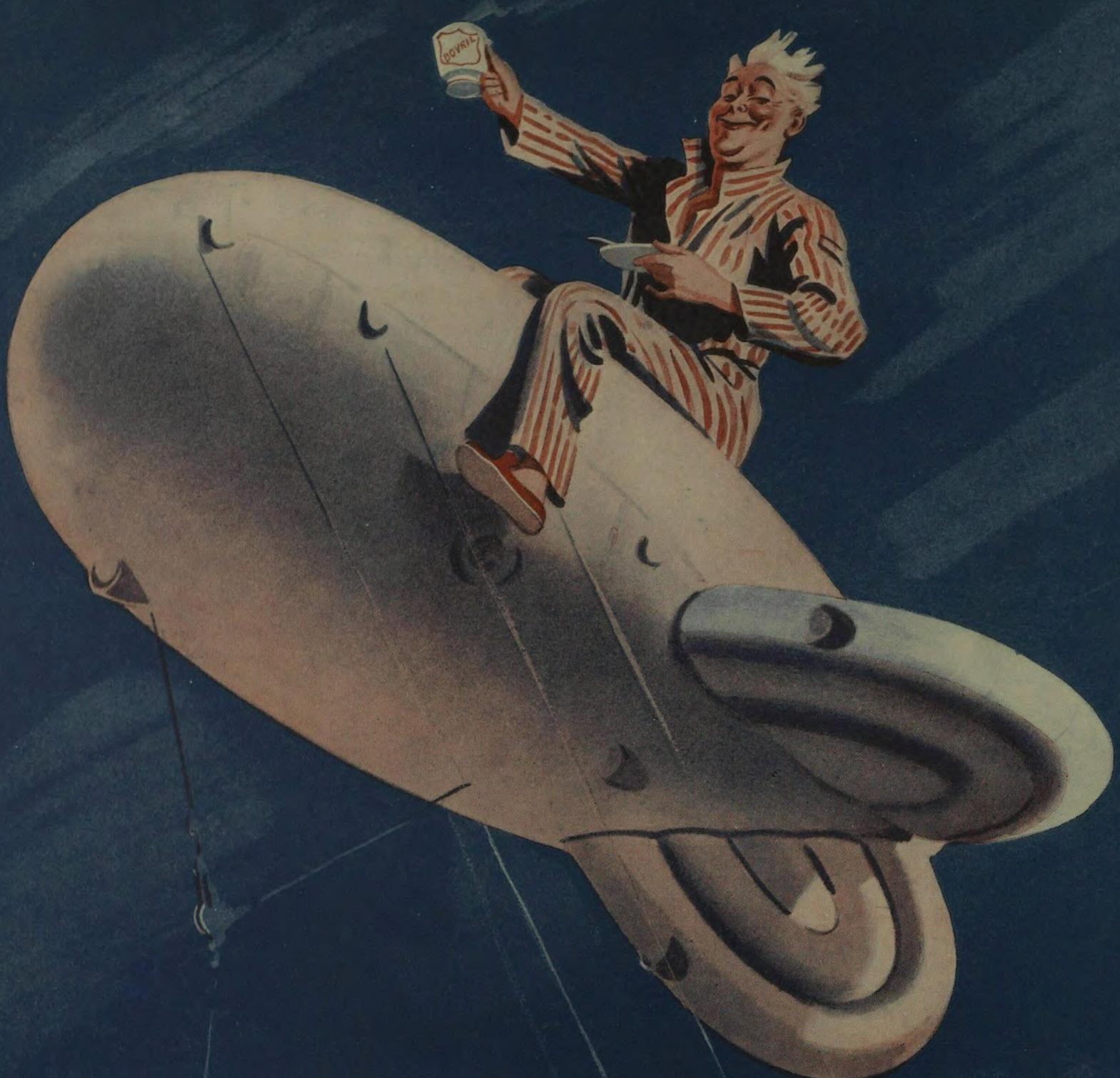
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